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# Navy News

The Official Newspaper of the Portsmouth Command, Home Air Command  
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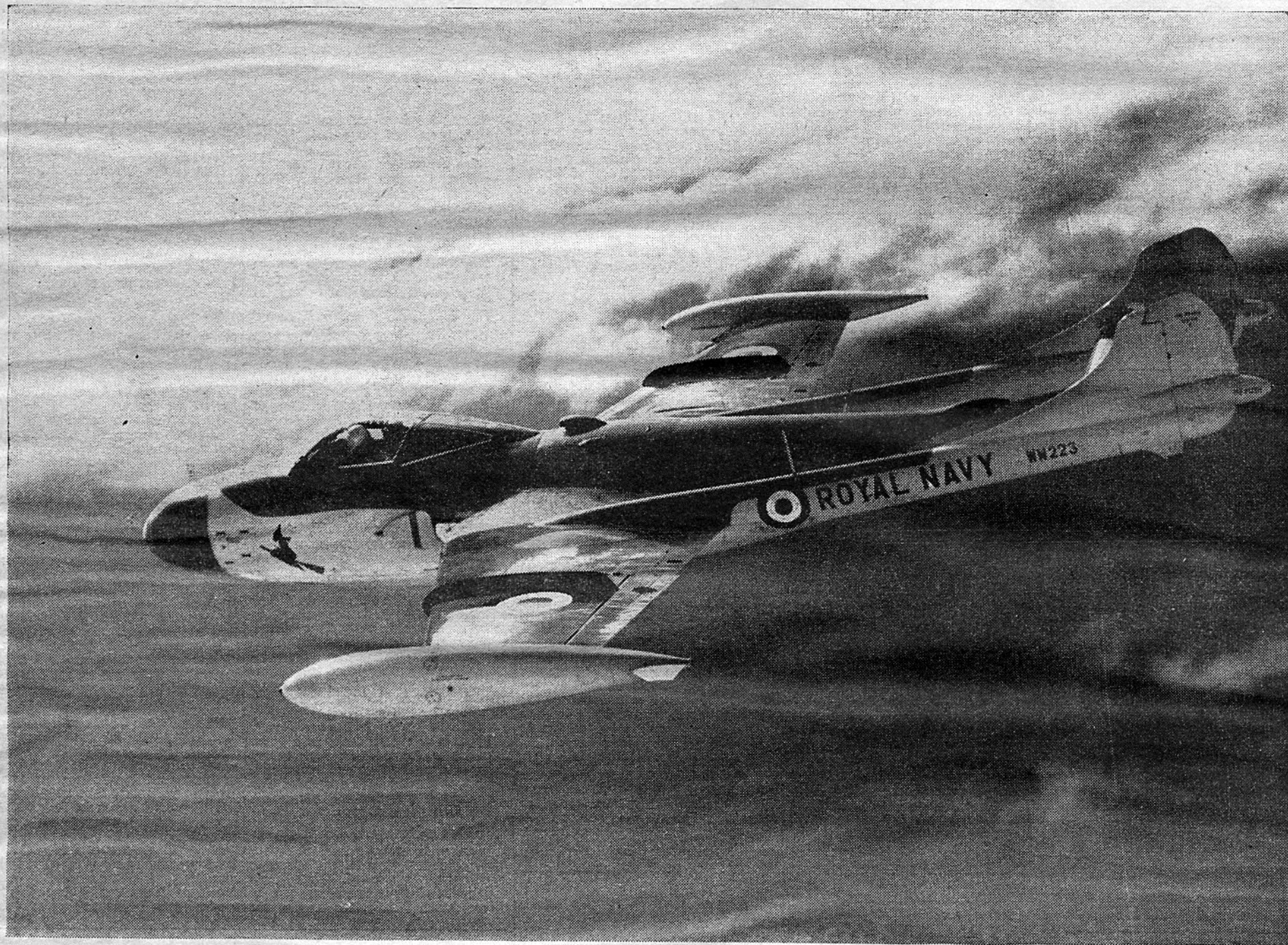
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No. 25 JUNE, 1956

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## "The Witch's Broom—"



A new photograph of a Sea Venom of 890 Squadron operating from Yeovilton

### BRAVERY COMMENDATION FOR ROYAL MARINE

**LOADED** A few feet behind his back and stacked high in the lorry that Marine William Stephenson was driving in Cyprus when terrorists opened fire on him with automatic weapons were sixty cases of dynamite. States an official citation, "The fire was concentrated on Stephenson's truck from a range of seventy yards. The first burst shattered the wind-screen, smashed his right hand and cut his forehead.

"Although bullets continued to pour into the cab of his vehicle and with his face covered with blood and his right hand useless, Stephenson still succeeded in stopping his vehicle and switching off his engine.

"By his prompt action he prevented the vehicle leaving the road with the accompanying danger of the dynamite exploding. He then climbed from the vehicle, taking with him his weapon, and took up a fire position to help fight off the ambush attack."

Marine Stephenson was serving with 45 Commando, Royal Marines, in Cyprus.

## Drafting Forecast

### COMMISSIONING PROGRAMME

#### FOR GENERAL SERVICE

June 26, 1956: H.M.S. Albion\* recommissions for service in Home and Mediterranean Fleets.

August 8, 1956: H.M.S. Protector recommissions for service in South Atlantic.

August 28, 1956: H.M.S. Warrior commissions for General Service Commission in Home and Mediterranean Fleets.

August 28, 1956: H.M.S. Wakeful commissions for General Service Commission.

August, 1956: 820, 891, and 898 Squadrons form for service in H.M.S. Bulwark.

September 12, 1956: H.M.S. Lynx (new A.A. Frigate) commissions for service at Home and South Atlantic.

September 11, 1956: H.M.S. Ceylon commissions for service in Home Fleet/South Atlantic/Mediterranean.

#### FOR FOREIGN SERVICE

June 20, 1956: H.M.S. Concord\* recommissions at Singapore for Far East Station.

August 10, 1956: H.M.S. Newfoundland\* recommissions at Singapore for Far East Station.

*Note.*—The ships' companies of the ships marked \* have been completed.

## Order or Renewal Form

(Delete as appropriate)

### 'NAVY NEWS' OFFICE, ROYAL NAVAL BARRACKS, PORTSMOUTH

Please post a copy of each issue of "Navy News" to:

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Commence.....(Month)

## POSTAL CHARGES

IT IS very much regretted that owing to the increase in postal charges which came into force on June 1, 1956, it has been found necessary to increase the Annual Subscription to Navy News to 5s. 0d. This increase will take effect for all renewal subscriptions due for renewal subsequent to June.



## Navy News

EDITOR

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### EDITORIAL

THE HOME Air Command was recently honoured by a visit from his Royal Highness The Duke of Edinburgh, who toured many of the Home Stations.

To cover this important occasion we have devoted the centre pages of this issue to the Home Air Command, and have illustrated the article with as many photographs as space permits. We feel confident that the article will be of interest to the whole Navy.

As from July 1, NAVY NEWS will become the official newspaper of the Plymouth Command in addition to the Portsmouth and Home Air Commands and the Royal Naval Association. News from the Royal Naval Barracks, Devonport, will become an important feature of Command News and articles from ships not already contributing to NAVY NEWS will be welcome.

This month we have received so much copy that we are increasing the paper to 20 pages. Unfortunately, we cannot do this regularly as the cost is prohibitive. It is our intention, however, to publish an enlarged issue as frequently as possible.

We are grateful to all contributors for their continued support. Command News is a popular feature of NAVY NEWS which has an increasing appeal. It would help us enormously if copy from contributors could be in our hands by the 21st of the month, and if the number of words for each article could be indicated.



## HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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## New Equipment to be Tested in H.M.S. Cumberland

H.M.S. CUMBERLAND (Captain W. J. Lamb, C.V.O., O.B.E., R.N.), the trials cruiser of the Royal Navy, sails for the Mediterranean from Plymouth shortly to carry out a series of tests of new equipment.

In the field of gunnery, these trials include tests of new 3 inch and 6 inch turrets. The latter, which has a high rate of fire and is fully automatic, has been designed and built by Vickers-Armstrongs Ltd., whose representatives will sail in the ship. It is to be tested for reliability and maintenance and the experience gained will be used for developing operational drills. Several thousand rounds will be fired from these two weapons. Pilotless target aircraft may be used.

Television has been installed in the engine rooms to indicate the water level in boilers, while automatic temperature control of lubricating and fuel oils is another refinement to be tested. Remote control of the manoeuvring valve has also been fitted and also plastic pipes.

New fittings for living spaces will be under trial. These include all metal fully sprung bunks that can be converted into settees on the mess decks, and also new design chairs and electric fires.

Several new officers' cabins have been constructed for trial and although these are somewhat smaller than others now in general use—they measure 7 ft. by 6 ft. 6 ins.—their fittings include an all metal wardrobe, chest of drawers and writing desk with "built-in" combination safe and stainless steel wash basin. They are insulated with fibreglass and lined with easy-to-wash panels in different colours.

In addition, several experimental boats will be carried, while awning and guardrail stanchions and glass reinforced plastic ventilators, which require no painting and reduce top weight, have been fitted for experimental purposes.

Many other individual items of potential value to the Service will also be under trial. The Royal Naval Scientific Service will be represented. They are responsible for all records and the analysing equipment used in the trials. They will number 20 approximately. The Senior Experimental Officer is Mr. R. M. C. Corbett.

## Income Tax Queries

I HAVE a small query that I hope you can help me on.

To what part of the income tax form do I fill in for showing that I receive Ground Rents that have had a tax deduction before I receive any cash.

On completing my previous income tax forms I have enclosed "Certificates of tax deduction" and at a much later date have received this tax deduction back as a rebate.

Last year, although I enclosed these certificates of tax deduction I did not receive the usual rebate. Is this possible?

I am a C.P.O. with two children and also fill in the usual claim for insurances of myself and wife.

I am not buying a house or have a house of my own.

Answer: With reference to your letter of May 22, there is on every income tax return a heading "Dividends, Annuities and other income subjected to U.K. Income Tax at the source." Ground rents from which tax is deducted before receipt should be entered under this heading.

With a wife and two children you are not chargeable at the maximum rate of income tax unless your earned income, including family allowances, is in excess of £1,025. If your income for the year ended on April 5, 1956, was under this figure and you have received no relief for the tax deducted from your ground rents either on your Coding Notice or by repayment you should take the matter up with the

authority to which you send your income tax return form.

FIRST I am sure that I have read somewhere that retired pay and long service naval pensions are treated by the Income Tax Authorities as earned income, but I have been unable to trace the authority. Can you confirm that this is so?

Retired pay and Naval pensions are invariably treated as earned income which means that a deduction of two-ninths is made from the gross pension in order to arrive at the taxable portion.

Example:

	£
Gross Pension	360
Earned Income	
Relief (2/9ths)	80
Taxable	280

Secondly, rebate on Income Tax is allowable on policies on the life of the income tax payer or his wife. I hold a policy on the life of my son and I pay the premiums. In the event of my death no more premiums are payable and the sum assured is payable to the son on completion of the period of the policy or on his previous demise. Am I entitled to rebate in respect of the premium paid?

Answer: It is an essential condition of relief for Life Assurance premiums from income tax that the insurance must be on the life of the claimant or his wife. As in the case mentioned it is clear that the benefit under the policy depends on the life of the son no relief will be due.

## H.M.S. Protector returns from Antarctica

H.M.S. PROTECTOR, who went to the assistance of the Headquarters ship Theron, of the British Transantarctic Expedition, and whose helicopters made reconnaissances when the Theron was caught in the ice in the Weddell Sea in January, is returning to the United Kingdom later this month.

She arrived at Portsmouth on May 22 following service in the Antarctic since November last. Her major role during this period of service has been to assist the Governor of the Falkland Island Dependencies in maintaining the security of the territories under his jurisdiction, a role which hitherto was carried out by frigates of the America and West Indies Station. Frigates, however, were proved by experience to be less suitable for the work than the Protector, who was specially converted and strengthened for operations in southern waters during the Arctic season.

The Protector returns to the United Kingdom to recommission for further service in the Antarctic and will sail again for the Southern Ocean in the autumn for another tour of duty. She is scheduled to operate an annual cycle, returning home each year about the end of May.

H.M.S. Protector, an armed net-layer, is commanded by Capt. J. V. Wilkinson, D.S.C., G.M., R.N.

## THE NEW GUNNERY BRANCH

THE ANNOUNCEMENT of a new Gunnery S.Q. Structure with three new branches—The Quarters Armourer, the Fire Control Armourer, and the Gunlayer Armourer—is another step forward to the process of remodelling the Navy begun earlier this year. It introduces a carefully-planned structure to meet the present and future requirements of the Fleet and to provide a worthwhile and interesting Gunnery career for the man. The revival of the old title Seaman Gunner will stir many an older heart, and is a sign that the traditions of the Gunnery Branch are as strong and lively as ever.

What are these New Gunnery Rates? Admiralty Fleet Order 1904/56 announces that the five existing Gunnery rates, namely, Q.R., Q.A., R.C., C.A., G.L., are to be remodelled into three new rates as follows:—

Quarters Armourer (Q.A.), formed from the existing Q.A. and Q.R. rates and responsible for the operation and maintenance of guns three inches and above.

Fire Control Armourer (F.C.) formed from the existing R.C. and C.A. rates and responsible for the operation of Fire Control and assistance in its maintenance.

Gunlayer Armourer (G.A.). The old G.L. S.Q., responsible for the operation and maintenance of all guns below three inch and all Directors.

The fundamental changes are that all future first and second class rates will be qualified as Armourers, and that the third class rate will be replaced by the rate of Seaman Gunner, who carries out his course at the end of his New Entry Training (Specialisation on Entry). The Seaman Gunner sub specialises either in Control and close range weapons, or Quarters, dealing with guns three inches and above.

### Why are these New Rates Necessary?

We have heard a lot about Automation lately. Modern Gun Turrets and Fire Control equipment are very largely automatic and the number of men to man them in action is less than in the old "handraulic" days. There are still the Magazines and Ammunition Supply routes to man, however, so the old third class rate is now replaced by the Seaman Gunner who does a much shorter course and learns by experience at sea. Automatic equipment means larger maintenance effort and Armourer Training for First and Second class rates is part of the answer to the problem.

There is one other important point, three rates instead of five means more efficient drafting and better conditions of Service. The new titles also are more descriptive of the man's duties than the old ones.

### What is Armourer Training?

In order to operate modern equipment efficiently it is an advantage to be mechanically minded. This is easily acquired and it is taught to you in three phases. Firstly, the correct use

of tools. Secondly, how to carry out lubrication, maintenance and tests on equipment. Thirdly, the operation of equipment. All these subjects are now taught in the new syllabuses and in workshop training men attain quite a high standard of workmanship. Today the maintenance aspect is as important as the drill, and that is the reason for the mechanical and electrical training given to the Gunnery rate. It will also help him to understand his action drill, particularly the tests which must be made to check correct functioning.

### How do these Rates Affect Me?

The changeover to the new titles has already been made and is simple and logical. You will note that the Key point is whether you have done a workshop course or not, as the following table shows:

Old	New	Old	New	Old	New
QA1	QA1	CA1	FC1	GL1	GA1(P)
QA2	QA2	CA2	FC2	GL2	GA2(P)
QA3	QA2(U)	CA3	FC2(U)	GL3	SG(C) Star
QR1	QA1(P)	RC1	FC1(P)		
QR2	QA2(P)	RC2	FC2(P)		
QR3	SG(O)	RC3	SG(C) Star		

The suffix (P) means provisional, but is regarded as a full S.Q. for pay purposes. The suffix (U) counts as a starred rate for pay purposes.

Conversion courses will be to the next highest rate. If you are a first class rate already you may be required to do a conversion course if you still have sufficient time to serve.

### How do I Star?

Admiralty Fleet Order 472/56 explains the arrangements being made to give New Entry Seamen training in a Basic specialist qualification immediately after their New Entry Training. This is known as Specialisation on Entry.

This order also contains the rules for advancement to Able Seaman, and the regulations regarding specialising for those Seamen without an S.Q. These are important points affecting your career and if you do not understand them you should consult your Divisional Officer. The most important point, as far as the Seaman Gunner is concerned, is that he must STAR for full advancement to Able Seaman. This will entail the minimum of six months at sea and the passing of an examination. The examination will test the man's practical ability to carry out his Gunnery Duties, namely, his part in the team who fight the ship in action and maintain the equipment at full efficiency.

### What Lies Ahead?

The task of the Gunnery Rate of the future will be even more vital than in the past. He will be called upon to operate more complicated equipment which will be more devastating to the enemy than anything that has been used at sea in the past. The gun and guided weapon will be the defensive shields of the Fleet, and the Quarters Armourer and Fire Control Armourer will play vital roles in the launching of the missiles and the Gunlayer Armourer in handling the modern gun.

## Commander-in-Chief's Commendations

LIEUTENANT-COMMANDER LAURENCE MOBERLY HILL, R.N.,  
H.M.S. Vigo

ABLE SEAMAN JOSEPH BALZAN, P/J943059,  
H.M.S. Vigo

ON MARCH 20, 1956, H.M.S. Vigo was in No. 3 Basin, H.M. Dockyard, Portsmouth, embarking chain cable by crane. At about 1110, when two shackles of cable were suspended from the crane by a wire strop, the strop parted and the shackles fell on to H.M.S. Vigo's forecastle. One of the shackles struck Able Seaman Belsey, causing severe head injuries and knocking him over the ship's side into the Basin. Unhappily Able Seaman Belsey subsequently died from the injuries he received when he was struck by the cable.

Able Seaman Balzan, who was working on the forecastle, saw the accident and without hesitation jumped into the water to assist Belsey, who was unconscious and floating face downwards. Balzan supported Belsey's head above water and started to swim with him to the jetty.

Lieut.-Cdr. Hill, who was on the quarterdeck of H.M.S. Vigo, heard the accident and immediately rushed to the scene where he saw Able Seaman Balzan in the water supporting Belsey. Lieut.-Cdr. Hill realised that Balzan needed assistance, and he at once jumped into the water to help. Between them they managed to reach the side of the jetty and secure a rope around Belsey, who was then quickly hauled out of the water and taken to hospital.

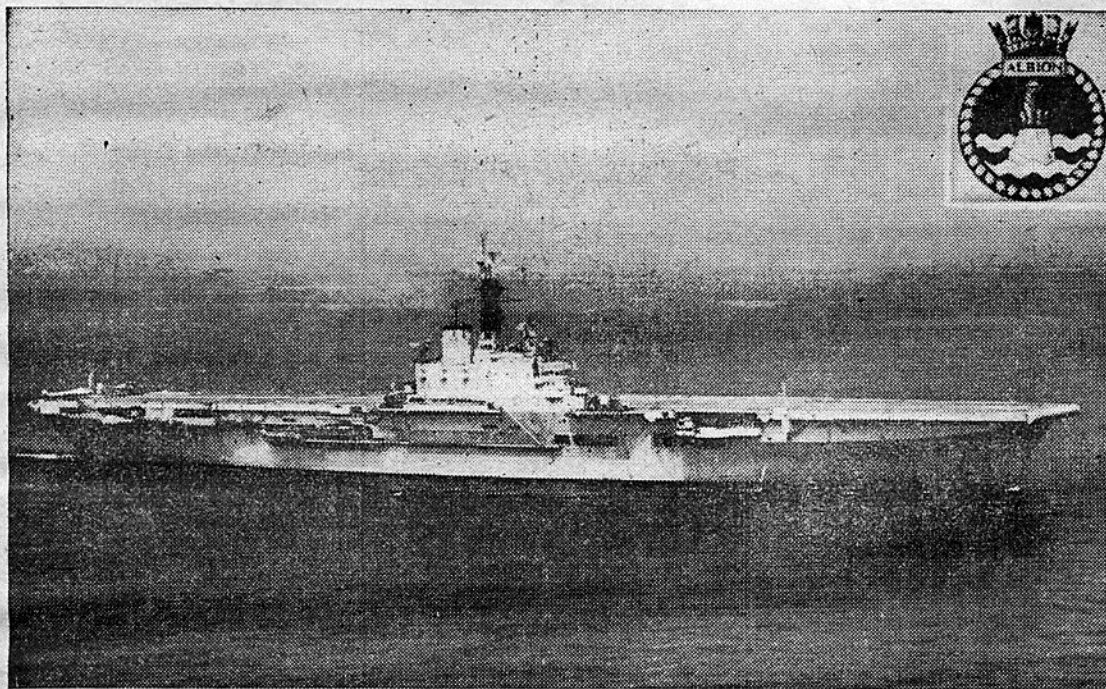
I have commended Able Seaman Balzan for his prompt and gallant action which undoubtedly saved Belsey from drowning. I have also commended Lieut.-Cdr. Hill for his prompt action in going to Balzan's assistance which resulted in Belsey being rescued from the water in a remarkably short space of time.

WITH OUR NEXT ISSUE  
'NAVY NEWS' WILL ALSO COVER  
THE PLYMOUTH COMMAND



# SHIPS OF THE ROYAL NAVY

## No. 9. H.M.S. ALBION



### FORMER ALBIONS

**THE FIRST**—a 74-gun ship of 1,662 tons, launched at Deptford on May 16, 1763. Converted to a coastal defence ship in 1794, she was wrecked in the River Swin.

**The Second**—an armed sloop of 366 tons, built at Deptford in 1798. She was sold in 1803.

**The Third**—a 74-gun ship of 1,740 tons, launched in the Thames in 1802. After many actions between 1803 and 1827, the ship was broken up at Deptford in 1836.

**The Fourth**—a 90-gun ship of 3,110 tons, launched at Blackwall in June, 1898, by the late Queen Mary, Flagship in 1914 of the Rear-Admiral, Second-in-Command, Third Battle Fleet. Took part in the bombardment of Turkish defences in the Dardanelles. Sold 1919.

### The Present Albion

The present Albion is a light fleet carrier of the Hermes class, built by Messrs. Swan, Hunter and Wigham

Richardson at Wallsend-on-Tyne. Keel laid on March 23, 1944, and launched on May 6, 1947 by Mrs. Clement Attlee. After launching only a care and maintenance party was employed until 1949, but from August of that year work was resumed and it was hoped to commission her late in 1953.

Progress in aviation made it clear that the introduction of jet aircraft into the Royal Navy would necessitate a change in carrier design, and, in October, 1953, the decision was made to convert Albion to the angled deck. The angled deck idea had been conceived and progressed jointly by Capt. D. R. F. Campbell, D.S.C., R.N., and Mr. L. Boddington, of the Ministry of Supply. This idea was rapidly incorporated in carriers of the U.S. Navy. The installation in Albion is positioned 5½ to port of the centre line of the axial flight deck and is built to give a 64-foot wide landing area.

Six arrester wires are fitted along the line of the angled deck. One of the great advantages of the angled deck is that if an aircraft fails to hook a wire the aircraft can immediately and without difficulty take off again. This was not so in the case of previous deck arrangements, where a mis-landing so often resulted in an accident. Albion is fitted with two hydraulic

B.H.5 catapults which are capable of launching aircraft of up to 30,000 lb. weight at a speed of 80 knots. The catapult provides a rapid method of getting aircraft airborne without the necessity of turning the carrier exactly into wind. It is also ideally suited for operating high performance jet aircraft, whose acceleration at low altitudes is such that a high wind along the deck is essential for take-off.

For rapid aircraft movement between the hangars and flight deck, two aircraft lifts are provided, each capable of raising an aircraft of 35,000 lb. to flight deck level in thirteen seconds. The capacity of the hangars is such that a large number of the latest types of Naval aircraft can be carried.

The latest type of radar and flight deck lighting enable Albion to operate her aircraft in all weathers by day or night.

H.M.S. Albion is powered by steam turbine engines capable of producing 76,000 shaft horse power, giving a maximum speed of about thirty knots.

The offensive striking power of Albion is supported by extensive and varied types of airborne weapons, i.e., torpedoes, bombs, rockets, etc.

Close-range defence of the ship is provided by radar-controlled 40 mm. Bofors guns.

## Queen Mother Opens New Barrack Block at R.M. Depot, Deal

**THE ATTRACTIVE** new three-storied barrack block, opened by the Queen Mother at the Royal Marines Depot at Deal on Wednesday, May 23, contains 96 rooms, one to every eight other ranks, whose furnishings include bedhead lamps, large wardrobes, book shelves and bedside mats.

There is also sleeping accommodation for 12 senior non-commissioned officers, each of whom will have a single room fitted with a combined writing desk and chest of drawers, easy chair, wardrobe and small carpet. There is a bathroom to serve every two rooms.

Other features of the building, which is constructed in a contemporary style, include six bathrooms—two on each floor—each with six baths, 12 showers and 32 basins and ironing rooms with electric irons, benches for cleaning webbing equipment and facilities for washing clothes.

Mounted on the grassed forecourt in front of the block and between the two wings is the ship's bell of the old cruiser Kent, presented to that vessel by the Men of Kent Association. It will be held at the depot until required for another vessel bearing the same name.

The new block will be occupied by recruits at the depot and also junior musicians from the R.M. School of Music, which has its headquarters at the depot and provides musicians for service in the Fleet and shore establishments all over the world.

The Queen Mother arrived at the Depot by helicopter at 11 a.m., and was met by the Mayor of Deal (Alderman A. E. Cavell, J.P.) and the Commanding Officer (Colonel B. J. D. Lumsden, O.B.E., R.M.). The First Lord of the Admiralty (the Rt. Hon. Viscount Cileennim of Hereford) was present.

In the course of her visit, the Queen

Mother saw the Sergeants' Mess, where she met senior N.C.O.s., corporals, marines and musicians and their wives. She went on to the Officers' Mess, where senior officers and their wives were presented.

The Deal Depot has two roles, the training of long-service recruits, who spend the first 12 weeks of their 35 weeks' initial training there, while it also houses the R.M. School of Music. The town of Deal itself has been associated with the Corps since its formation as the Duke of York and Albany's Maritime Regiment in 1664. In fact, four years before this date there was a public house in the High Street with the name of "The Three Marines."

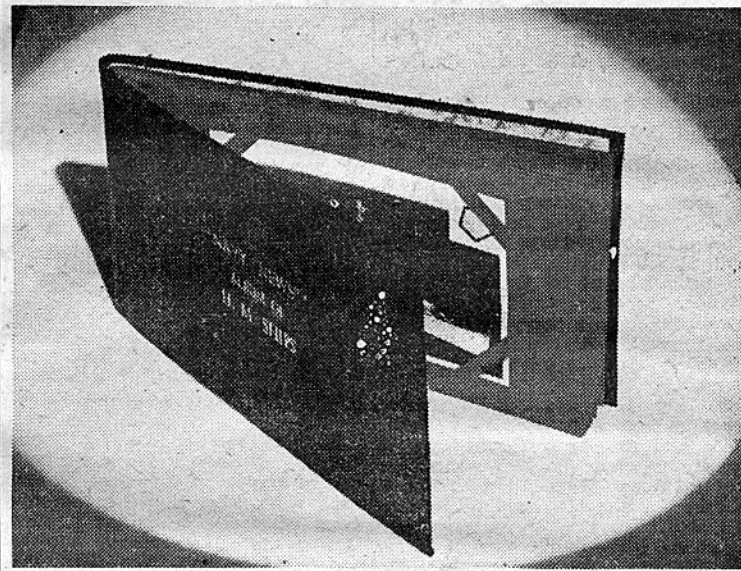
### H.M. Ships Leave for Exercise in the Western Atlantic

A SUBMARINE depot ship, three anti-submarine frigates and five submarines have sailed from the United Kingdom to take part in anti-submarine exercises with U.S. and Netherlands Naval Forces in the Western Atlantic.

They are H.M.S. Adamant, submarine depot ship, H.M. Ships Wakeful, Roebuck and Whirlwind and H.M. Submarines Artful, Tiptoe, Andrew, Tabard and Thermopylae.

These will be joined by two frigates, H.M. Ships St. Austell Bay and Morecambe Bay, from the America and West Indies Station, and H.M. Submarine Alderney, of the 6th Submarine Squadron based at Halifax, Nova Scotia.

### 'Navy News' Photo Album



The above illustration shows the "Navy News" photograph album for "Ships of the Royal Navy" postcards. Many purchasers have expressed their complete satisfaction with the album, which can be obtained at cost price, 4s. 6d., or post free, 5s.

One of our readers from Brighton sent along a postal order for 7s. 6d., for a photograph album and some postcards. The postcards were sent, but the address being mislaid it was impossible to send along the album. We sincerely regret this unfortunate mishap but ask the sender to let us have his name and address and we will hasten to send his album.

## FIRST VISIT OF BRITISH CRUISER TO TRISTAN DA CUNHA FOR 19 YEARS

**WHEN H.M.S. Kenya**, commanded by Capt. (Commodore Second Class) N. S. Henderson, O.B.E., R.N., called at Tristan da Cunha, the lonely Commonwealth ocean outpost in the South Atlantic, she was the first cruiser to do so since 1937.

During her visit of 24 hours duration earlier this week, a musical programme was given by the Royal Marine Band of the Kenya, and this is believed to be the first performance by a Royal Marine Band in the settlement.

The Kenya brought assistance to the islanders as well as entertainment by providing quantities of stores and giving medical and dental treatment.

Owing to the rocky nature of the foreshore, landings on the island were made in canvas-bottomed long boats. There was a brisk barter trade between islanders and the Ship's Company, old clothes being exchanged for island curios.

Island guides conducted Naval and Royal Marine mountaineering parties on recreational expeditions and in the anchorage unparalleled results were obtained with hook and line.

While she was in the area H.M.S. Kenya made radio contact with the British Scientific Survey Expedition which is establishing a pilot meteorological station on uninhabited Gough Island, 250 miles south-east of Tristan.

H.M.S. Kenya, which was until recently flagship on the America and West Indies Station, is proceeding to the Mediterranean via the Cape. She left Tristan da Cunha with a quantity of mail for the mainland.

## Launch of H.M.S. PALLISER

**THE ANTI-SUBMARINE** frigate H.M.S. Palliser, of the Blackwood Class, was launched at the shipyard of Messrs. Alex Stephen & Sons Ltd., Govan, Glasgow, on May 10, 1956.

The naming ceremony was performed by Lady Palliser, the widow of Admiral Sir Arthur F. E. Palliser, K.C.B., D.S.C., and the religious service was conducted by the Reverend E. Wood, M.A., Minister of Lint-house, Church of Scotland.

H.M.S. Palliser has an extreme length of 310 ft. (300 ft. between perpendiculars) and a beam of 33 ft. she is powered by geared steam turbines of advanced design. These have been built by the shipbuilders.

H.M.S. Palliser will be armed with three Bofors guns and two three-barrelled anti-submarine mortars. These are of the same design as those fitted in H.M.S. Rocket. Each mortar can fire a pattern of large projectiles with great accuracy, and the projectiles can be set to explode at a predetermined depth. These weapons can be trained over a wider arc than previous types of anti-submarine mortars.

## SHIPS OF THE ROYAL NAVY

### No. 9—H.M.S. ALBION

Please forward one postcard of H.M.S. Albion as reproduced at the top of this page, for which I attach stamp value 2d. (Use block letters please.)

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Rank or rating.....

Address.....

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## Commissioning of H.M.S. Sultan

ON JUNE 1, 1956, H.M.S. Sultan is commissioning under the command of Captain L. F. Ingram, M.I.Mech.E., M.I.Mar.E. H.M.S. Sultan will be occupying the establishment previously known as H.M.S. Siskin and will be the home of the Mechanics, the Leading Engineering Mechanics (and possibly the Petty Officer Engineering Mechanics).

The final choice of the name Sultan for this establishment is a most suitable one, as many Mechanics were trained over a period of years in the hulk of the old iron-clad ship of this name.

The crest of H.M.S. Sultan, the present establishment, is a composite one incorporating part of the old ship's crest—a Sultan's head—whilst retaining a distinctive part of the old Siskin's crest, namely, the fort in the background.

The new establishment at H.M.S. Sultan offers tremendously improved facilities and amenities compared with those which existed at Flat House. A very great deal of extension and modification of existing buildings and construction of new buildings has resulted in the provision of ample, well laid out workshops and classrooms.



Accommodation and facilities for recreation are also first rate.

With this fine establishment to house it and a rapidly expanding personnel under training, H.M.S. Sultan looks forward with confidence to the future.

In next month's issue it is hoped to include a more detailed account of the commissioning ceremony and of the establishment in general.

## C.B.G.L.G.

PERHAPS YOU have noticed this above the door of one of the huts at a Naval Air Station. You may also have noticed divers gentlemen in khaki uniforms. These gentlemen are not, as might be supposed, technical colour sailors; they are members of the Carrier Borne Ground Liaison Group.

This Group, consisting of thirty-six officers and men, is constituted as an Army formation attached to the Royal Navy to act as a link between the Fleet Air Arm and the ground formations of the Fleet may be supporting. The purpose of this article is to give an idea of some of their varied occupations, and at the same time to dispel any misconceptions you may have concerning the unit.

### Headquarters of Group

The Headquarters of the Group at the moment are at Lossiemouth. Here there are twice the number of personnel to be found in the other sections since they are responsible for Documentation, Administration, Postings, etc., for the whole Group. Of the other five Sections three are afloat in operational carriers, and two are shore-based, at Ford and Bramcote. The Bramcote Section deals mainly with R.N.V.R. Squadrons.

The personnel of the Group are National Servicemen and Regular Soldiers who serve a two-year tour with the Fleet Air Arm before returning either to their regiments or "civvy street."

To lay their functions in charter form as agreed between their Lordships and the Army Council would require a whole book. Sufficient to say in Army slang, "They paint a picture for the Carrier Captain and his Staff." Their tools for this "picture" are a conglomeration of maps, hieroglyphics and photographs. Of course there are many other things to do when the "cold war" is hot, such as the briefing and de-briefing of pilots, assessing the value of a mission and photographic interpretation.

### "Buckshee" Jobs

So far the Group in general has been dealt with. At Lossiemouth they control and operate their own Pay

Section without recourse to the Navy. There is also a draughtsman who copes with quite a sizeable amount of work for the Section in addition to a number of "buckshee" jobs for the Station. Occasionally there are exercises, sometimes as far afield as Arbroath or Cape Wrath, these vary considerably. In one case personnel of the Section lay out and camouflage full-sized pneumatic rubber models of tanks, guns and trucks; these are placed in fields and on the edges of woods with personnel deployed around them to give them the appearance of real targets. The pilot's task then is to locate and identify the target, he then makes mock attacks upon them. The value of the attack is assessed by the ground Liaison Officer, who is in constant radio contact with each aircraft. A very successful night exercise of this type was held at Arbroath just recently with the aid of parachute flares.

A similar exercise, but a much simpler one, consists of placing fluorescent red and yellow panels (strips of cloth) out on the ground. These panels are placed in varying diagrammatic patterns so that no two objects are alike. The pilot's task in this exercise is to locate the object and give a map reference together with any other additional information; he is then de-briefed by the Section Officer on landing.

Each Pilot's Course that passes through Lossiemouth has a series of lectures on Army Organisation and Tactics.

As mentioned previously, it is hoped that this article will give you a better idea of exactly what is done by these small units. They find it monotonous being constantly taken for a Royal Marine unit. Just recently someone was heard to say: "The War Office has actually sent us some Army personnel to run the Riding Club!"

**RADIO SET.**—If anyone has a spare radio set, the Superintendent at South Africa Lodge, Stakes Hill Road, would be grateful to have it for the use of the boys in one of the houses at South Africa Lodge. Phone: Waterloo 2297

## MARRIED QUARTERS

UNHAPPY IS the lot of he who is rash enough to try to forecast the date on which new houses will be ready for occupation. He runs the almost inevitable risk of being labelled either a pessimist or a false prophet. Such has been the case with the new estate at Rowner, where a snag which could not possibly have been foreseen has occurred. As a result last month's rosy picture has not materialised. Happily the delay should not be long. This estate, which is in lovely country surroundings, is looking very well indeed. A feature of the estate is the fine brick screen walls which have been incorporated to give more privacy to the gardens and backs of the houses. All that is lacking is the grassing of the fronts of the houses, a job which could not be undertaken because of the recent very dry weather which has made it impossible to cut and lay turfs. For those who want the bright lights Gosport is quite close.

### In by the Summer

The road for the first houses at Eastney is also not yet complete but there is no doubt that the first tenants will be in time to enjoy the summer close to the beach. Dangerous though it is to prophesy, it would be most disappointing if it were not possible to report in next month's issue that some houses were occupied.

There has been good progress at the other estates under construction, particularly at the Gosport estate next to the Rowner estate. Brickwork is going up rapidly and before the end of the year we should be getting the first blocks of four two-bedroomed flats. From the outside they have the appearance of a large semi-detached house. They should be excellent for childless couples or those with one child. There has also been progress with the larger blocks of flats at Stamshaw and at Paulsgrove. There has been the usual steady flow of new houses at Paulsgrove and at Brockhurst during the month. The estate at Brockhurst will be complete in the next couple of months.

### Houses at Gosport

It has been decided not to build at Purbrook during the current building programme. The 206 houses which it was intended to build there will now be provided at Gosport.

The shortage of houses and flats suitable to be taken up as hirings continues and seems likely to continue at any rate until after the summer season. The really persistent househunter will, however, succeed, particularly if he is prepared to live outside Portsmouth and Gosport.

There has been little change during the last month in the waiting time on the roster.

## H.M.S. CORUNNA VISITS CORUNNA

NAVAL AND military contingents were present at a ceremony at La Corunna at the grave of Sir John Moore, the British General who lost his life at the Battle of Corunna in 1809.

The occasion was the visit of H.M.S. Corunna, a destroyer commanded by Cdr. T. T. Lewin, D.S.C., R.N. On board was His Excellency General Sir Harold Redman, K.C.B., C.B.E., the Governor and Commander-in-Chief Gibraltar, who is also Colonel of the King's Own Yorkshire Light Infantry, Sir John Moore's regiment. Contingents of the King's Own Yorkshire Light Infantry, the Duke of Cornwall's Light Infantry, the Yorkshire and Buckinghamshire Light Infantry and the Corunna Battery Royal Artillery, all of which regiments served at the battle, also arrived in H.M.S. Corunna.

Wreaths were laid on the grave of Sir John Moore on behalf of the British Army, the Spanish Army and the Royal Navy. Representatives of the Spanish Army were present at the graveside with representatives of the British Army and the Royal Navy.

A bugler of the Duke of Cornwall's Light Infantry sounded the Last Post and Reveille in tribute to the memory of Sir John Moore.

Many spectators witnessed the ceremony in gardens which overlook the harbour and original battlefield.

## Friendly Wives

### NORTH END BRANCH

OUR MEETING was held on Tuesday, May 1, at the Fisher Hall, Whale Island. We were very pleased to have Lady Creasy with us for part of the time. She was accompanied by Mrs. Winter, General Secretary, Portsmouth Area. Mrs. R. Casement, Chairman, presided.

Mrs. Thistleton-Smith gave a most interesting and vivid account of her visit to Russia last year during the time that the British ships were at Leningrad. A vote of thanks was proposed by Mrs. Doig.

The raffle was for some eggs, some Devonshire cream and some Spring flowers.

This month our meeting is on Tuesday, June 5, and there will be a Hair-dressing display. Our Annual Outing takes place on Tuesday, June 12, and this year is a trip to Eastbourne.

### Evening Social

On Friday, May 4, we held an Evening Social in aid of King George's Fund for Sailors. The Fisher Hall had been most attractively decorated by the Ship's Company of H.M.S. Excellent. The Guest of Honour was Mrs. Winter, General Secretary, Portsmouth Area, whom we were very glad to have with us. Capt. and Mrs. Casement were present as well as a number of members and their husbands and friends.

Our grateful thanks are due to Lieut. F. Barton, R.N., who was a wonderful M.C. Much of the success of the evening was due to him. He piloted us through some unusual and most amusing games. (The writer will never again try to eat a cream cracker biscuit quickly!)

The Tombola for bottles, or Bottle Stall, was a great attraction; the contents ranging from champagne to ink. This was run by the M.C. and Mrs. Marchmont, a number of members having provided the bottles.

Mrs. Williams and her Band played for the dancing and games and helped to make things "go with a swing." Mrs. Winter kindly gave away the prizes, and the raffle—a basket of fruit. Our thanks are also due to the Committee and the Refreshment Committee for all their work. After expenses are paid we hope to have made about £12 for the King George's Fund for Sailors.

### SOUTHSEA BRANCH

AT LAST month's meeting, which was held in the Victory Hut, R.N.B., on May 14, we were very pleased to have with us Mrs. Burnett.

A most interesting talk was given by Mr. J. R. Sturgess, whose subject was "Portsmouth and the Navy." His anecdotes about the Navy of bygone days were extremely entertaining, spiced as they were with humour, and by reason of our own Naval associations.

Both before and after the talk a Bring and Buy stall did lively business.

The draw for the raffle was made by Mrs. Winter, the Hon. Secretary, Portsmouth Central Committee, who had been introduced to the members by the Chairman earlier in the meeting. The prizes for the raffle were a basket of fruit, kindly given by Mrs. Gillam and Mrs. Parker, and six eggs.

On May 16 there was a half-day outing to the Its Hide factory at Petersfield, this trip being organised by Mrs. Gillam. After a most instructive tour of the factory, members enjoyed afternoon tea. To conclude an enjoyable outing there was a tour of the surrounding countryside.

At this month's meeting, to be held in Victory Hut on Monday, June 11, at 2.15 p.m., Mr. Brian Bulpitt will talk on "Textiles."

Any information regarding membership can be obtained from the Hon. Secretary, 28 Grant Road, Farlington. Tel.: Cosham 78081.

### VERNON BRANCH

H.M.S. VERNON Branch has had a very full month with a Whist Drive in aid of King George's Fund for Sailors in addition to the usual monthly General Meeting and Sewing Meetings.

### General Meeting

At the General Meeting on May 9 we entertained the Chairman, Vice-Chairman, Hon. Secretary and 39 other members of the Portland Branch who had made this visit their annual outing. Mrs. Grant, who presided, welcomed our guests and said how much we had been looking forward to their visit. Among the announcements was the birth of a son to one of our members, Mrs. Boon, whom we congratulate.

The afternoon's entertainment was a beauty demonstration given by Mrs. A. M. Bridgen of Innova Ltd, who amusingly combined wit with wisdom as to the art of make-up. At the conclusion a vote of thanks was proposed by Mrs. Bartlett.

Tea was served to the audience of nearly one hundred by the Tea Committee under Mrs. Marchant and included home-made cakes made by our members.

A box of Innova products, given by the firm, was raffled by Mrs. Brewer and won by Mrs. Vicary; the second prize, a box of Innova soap, was won by Mrs. Coleman, a visitor from Portland.

### King George's Fund for Sailors

The Whist Drive, which was held on May 16 in the Vernon Cinema by kind permission of the Captain was a great success. It was pleasing that so many members and friends attended, making the occasion a pleasant social afternoon as well as providing a substantial contribution towards such a very good cause.

Before the Whist Drive began Cdr. C. E. Emerson, D.S.O., R.N., the Commander of Vernon, very kindly outlined some of the splendid work done by the King George's Fund for Sailors. The platform looked very attractive with banks of flowers and a table displaying a very good selection of prizes. The Tea Committee are again to be congratulated on their service and array of home-made cakes.

Mrs. Burnett, Vice-President Portsmouth Area R.N.F.U.S.W., very kindly presented the prizes, all most generously given by local firms, to: Mesdames Stutchbury, Spiller, Bennett, Parks and Misses Budd, Pear, Derbyshire and "Don." An iced cake, made and given by Mrs. Emerson, was raffled by Mrs. Brewer and won by Mrs. Miller. Both the other raffles, which consisted of a bottle of whisky and a chicken, were won by Miss Kent.

Our thanks are due to Mr. Frost, Head Gardener of Vernon for his very lovely flower arrangements and to C.P.O. Giles for carrying out the duties of M.C. so successfully.

On both these occasions the Wrens volunteered to look after the members' children in the Annex Guest Room and we are most grateful to P.O. Wren Ivermee, Wren Shearns and Wren Murrey.

### Future Events

At the General Meeting on June 13, the new Committee will be elected. While this meeting may not be as interesting as some, a good attendance is essential if a representative Committee who feel that they have the full backing of the Branch is to be chosen.

Sewing Meetings will be held on June 20 and 27.

## R.M.F.V.R. TO TRAIN IN GERMANY

DRAWN FROM the Sea Service Wings of all centres of the Royal Marine Forces Volunteer Reserve, 12 officers and 80 other ranks will be exchanging their bowlers for berets and pennies for pennings next weekend when they travel to the Royal Navy Rhine Squadron base at Krefeld for fourteen days training under active service conditions. They will be commanded by Lieut.-Colonel D. N. Miller, Commanding Officer of the City of London Centre R.M.F.V.R., from which most of them will come. Officers and men of the Bristol, Clyde, Mersey and Tyne centres are also included in the total strength. This is the first time that so large a number of Royal Marine reservists will take part in a planned exercise alongside regular Royal Marine forces in Germany.

After a short period of intensive

refresher training, the R.M.F.V.R. personnel will entirely man or form part of the crew of motor launches and mechanised assault and tank landing craft in an exercise during which they may be required to operate anywhere in the 200 kilometre stretch of the Rhine in the British sector between Bonn and the Dutch frontier. For most of the R.M.F.V.R. it will provide their first experience of handling craft on the Rhine, which, as one of the busiest waterways in Europe, presents unique seamanship and navigational problems.

The party will leave Liverpool Street Station at 7 p.m. on Sunday, June 3, for Harwich en route for Krefeld.

Commandos from the London Centre will visit Germany for training later in the year.

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### ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

#### Pay—Reservists

WHEN THE recent increases in Forces' pay were announced it was also stated that pay for the Reserves would also be increased.

Could you please inform me whether the R.F.R. rates of pay are to be raised in the near future.

Answer: In reply to your letter, there is no change in the amount of peace-time retainer, but the increased rates of pay were promulgated by A.F.Os. early this year. Your basic pay has risen from 20s. 6d. plus 1s. Badge pay to 32s. plus 1s. Badge pay.

#### Pensions—Fifth Five Ratings

PLEASE COULD you let me have an answer to the following query, it's not a very complicated one but will be grateful for an answer.

I am a Pensioner leaving the Navy on June 2, 1948.

I rejoined for a further five years on May 3, 1955.

My query is: What rate of pension will I get? Do I come in for the new scale of pensions?

Answer: In reply to your letter, the final decision regarding scale of pensions to be paid to re-employed ratings serving on Fifth Five has not yet been taken, but a decision should be announced shortly. There is no reason to suppose that you will not receive the 1956 scale. An Admiralty message will be made shortly.

#### Greenwich Hospital Pensions

AS AN ex-stoker Petty Officer I have been advised by another member of the Old Timers' Association that I am entitled to a special Greenwich Hospital pension.

I completed my first twelve years' service and was retained for the duration of the 1914-18 war. On demobilisation I joined the Royal Fleet Reserve Class B to complete my full period of service.

I should be obliged if you would inform me whether I am in fact eligible for a special pension and if so the procedure I should adopt in making my claim.

Answer: In reply to your letter of April 8, you would be eligible for a grant of a special pension from the funds of the Greenwich Hospital if you are infirm or helpless, or permanently or temporarily unable to maintain yourself. Applications for the pension (not exceeding 5s. a day) should be made to The Director of Greenwich

Hospital, Admiralty, 14 Buckingham Gate, London, S.W.1.

#### Admiralty Constabulary

I TAKE my pension in January next year, and I am interested in joining the Dockyard Police, could you please answer the following questions.

(a) How much per week flat rate, any extra for Saturday or Sunday duties?

(b) Uniform or boot allowance if any?

(c) Any superannuation or pension scheme?

(d) Leaves per year.

(e) On my past "Pulheer" my eyes were classed as three left, three right. I wear glasses for reading or cinema only. Will this bar me from the fitness test?

(f) Is there any probationary period; if so how long?

(g) Training for the Police takes place where and how long does it take; also pay while under training?

(h) Age to join the "Force"?

Do hope you'll be able to answer all these questions, and give me a speedy answer.

Answer: In reply to your letter of April 29 you will find the answers to most of your questions about the Admiralty Constabulary in A.F.O. 1836/55 and I will not repeat information contained in that order, which you will be able to look up for yourself.

There is no uniform allowance, but kit is issued free and replaced free of charge as necessary.

A gratuity is payable, and if 'established' you become entitled under Civil Service rules to a pension also.

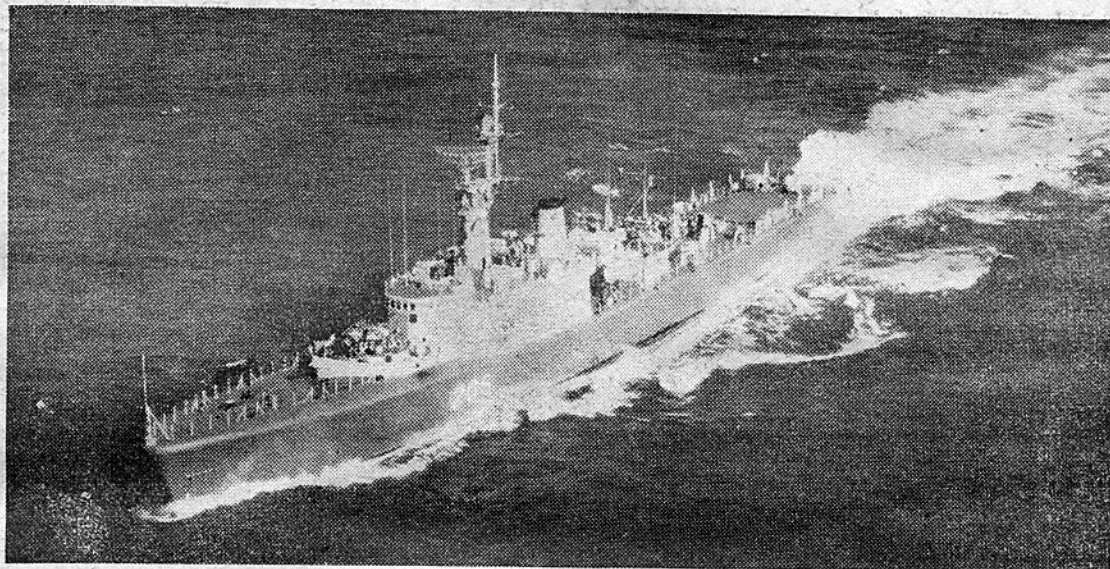
You appear to satisfy the eyesight requirements.

Recruits serve a three-months probationary period. Initial training is done at an establishment near Warrington, Lancashire, and lasts six weeks.

If you will be within nine months of completing pension when you return to U.K. you can arrange to see the Area Police Officer, H.M. Dockyard, Portsmouth, direct on your return. If you wish to apply now you should request through your Commanding Officer.

Finally I must sound a note of caution. Although preference for entry is given to pensioners, I am informed that there is a waiting list for entry at present.

## H.M.C.S. ST. LAURENT



Builders: Canadian Vickers Ltd. (Lead Yard).

Laid Down: November 22, 1950.

Launched: November 30, 1951, under the sponsorship of Lady Alexander, wife of the then Governor-General of Canada.

Displacement: 2,600 tons.

Guns: 2—twin 3 in. 50 cal. AA.: 2—40 mm. AA. Bofors.

Anti-Submarine 2 triple mortar Weapons: mountings. Homing Torpedoes.

Length overall: 366 feet.

Beam: 42 feet.

Machinery: Geared steam turbines, twin screws, twin rudders.

Speed: Over 25 knots.

Complement (war): 20 officers, 270 men. Cost: Approximately \$15 million.

#### Accommodation, Dining Arrangements, Provisioning

The St. Laurent's men sleep in bunks, each equipped with foam mattress and individual reading lamp. Each man has an aluminium clothes locker specifically designed for sea, and additional drawer space for personal belongings. Mirrors and electric shaving outlets have not been forgotten. Each of the living spaces has a recreational area for off-duty relaxation.

The officers' cabins, which also serve as offices, are arranged for single and

double occupancy, except for one designed to accommodate four junior officers. The wardroom has a pantry, dining room and lounge and is roomier than those in older ships of similar size. The commanding officer's quarters have bedroom, bath, dining room and lounge.

The ship's company is fed on the cafeteria system. The galley, centrally located, has a bakery and pastry, meat and vegetable departments. Its equipment includes electric bread-slicers, automatic toasters, steam pressure cookers and electric coffee urns. It has a dairy with ice-cream and milk machinery. A dish-washing machine and a garbage disposal unit are other features.

The main dining space, which doubles as a cinema in the evenings, has kitchen-type fireproof tables and cushioned chairs. Lighting is fluorescent. The chief and petty officers have a separate dining space nearby, while the commanding officer's pantry, two decks above, and the wardroom pantry, one deck above, are served from the galley by a dumbwaiter.

The ship has storage for 90 days' frozen provisions compared with 14

days in escort ships built during the Second World War. She has a cold room for meat and fish, a cool room for dairy products and a chill room for fruit and vegetables.

The laundry is equipped with washing machines, spin drier, pressers and hanger facilities.

### R.N. & R.M. MATERNITY HOME (Bowlands)

A COFFEE Party combined with a Bring and Buy Sale was held in H.M.S. Vernon (by kind permission of Capt. J. Grant, D.S.O., Royal Navy) on Tuesday, May 29.

This was organised by the Ladies' Committee and produced the pleasing sum of £35, which is to be spent on special equipment for the Home. A doll bought and dressed by Sister Cholerton was raffled by Nurse Berker and made £5.

The party was very well supported and the Ladies' Committee are most grateful to all who came.

## Book Reviews

Gallipoli. Alan Moorehead. (Hamish Hamilton, 21/-)

A COMPARISON of Mr. Moorehead's book with Mr. Thompson's "Dieppe at Dawn"—reviewed in these columns last month—is as fascinating as it is inevitable. In both cases, the theme is a combined operation born in the mind of Sir Winston Churchill. In both cases the background is a war whose fortunes are against us. Both writers are skilled, experienced war reporters, and both have to chronicle heroism of the highest order. Thus the comparison is threefold, historical, military and literary.

Historically, the same strategic factors are in evidence. Britain has always been compelled, sooner or later, to combat continental military power, and the advantages of internal lines of communication with force from the sea. The lesson of Gallipoli was that direct frontal assault upon land positions is a costly and perilous proceeding, upon which it is unwise to embark without very extensive preparation. Gallipoli was Sicily or Normandy, without Dieppe, the commitment of a major command without a previous "reconnaissance in force."

From the Military and Naval standpoint, the tactical situations were not dissimilar, although the minor role of aircraft at Gallipoli had grown out of all recognition at Dieppe. In both cases, the vital importance of communication is emphasised. It is an inescapable conclusion, that both operations might have been less disastrous if the Command had been able to learn fully what was happening and to pass clear orders for concerted action. The point is unmistakably made—and, even in this nuclear

age, it has recently been reiterated by Admiral Burke, United States Naval Chief of Staff—that the eventual outcome depends upon the man on the ground. The Navy, although mistakes were made, gained new lustre in both campaigns in the skill with which the Army was extricated; but wars are not won by even the most triumphant withdrawals.

As a literary product, Mr. Moorehead's book is admirable. It is even, skilfully high-lighting the difficulties the errors and the successes of both sides. It is in great measure, impartial, allowing the reader to make his own evaluations of commanders and situations. The few maps are clear, the photographs intrinsically interesting, and relevant. Here is the restrained antithesis to Mr. Thompson's vehement evocation of battle. It is not easy to decide whether the understatement or the overstatement is the more telling.

Pioneers of the Seven Seas. Alan Villiers. (Routledge and Kegan Paul, 16/-).

A book about seafarers by Cdr. Villiers is an event of note to those interested in the literature of the sea. One is assured that he speaks with the authority of experience. One also realises, after reading his latest work, the strength of the author's predilections. The opening chapter, dealing with early times, is perfunctory. These earliest sailors, being no deep-sea men, interest the writer very little, so he dismisses them in a ten-page flurry of indifferent grammar. After the inauspicious beginning, the book warms until, dealing with the great sailing ships, it glows with the fervour of Cdr. Villiers' affection for his first love. There are polite chapters on modern craft, but a chapter on

Capt. Slocum is inserted cunningly between Diesels and electronics to maintain perspective. An amusing chapter on a selection of marine freaks and an informative chapter on the too-little documented fight of the merchant seamen for fair conditions of service round off a readable medley.

Slaves to the Sea. Hakon Morne. (Elek, 11/6).

It is not easy on first acquaintance to see why this novel won a Scandinavian Prize. The whole tone is so different from what we have come to expect in sea stories that the impact is not immediate. A student, out of love with life, joins a small, ancient tramp steamer in 1925 (that she is said to have been built in 1844 strains credulity) and meets a selection of men, none of them extraordinary, speaking various languages, each with his own problems and small desperations. A voyage in no way remarkable is described, to Russia, to Barrow, to New York. The only storm seems contrived so far is it out of harmony with the slow development of character which is the book's outstanding feature. There are, there should be, no great climaxes. The little lives of little men are ever so

But the characters will not so readily be forgotten. They grow in the mind, and one realises that the whole world is but a series of groups of little men, each group, like this one, many-centred, self-absorbed, full of currents of fear, malice, envy, love, generosity, that flow and counter-flow. There is much for reflection in this quiet water colour, even though there be about it, as Henry James said of the works of Ibsen, "a faint odour of spiritual paraffin." Paraffin is a soft but very constant illuminant. R.I.C.

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# TRAMPS ABROAD

(Continued from May issue)



THE WEEKS and months flash by with cruises to the Persian Gulf, East Africa, India and Pakistan, and the annual rest at Terror during the refit at Singapore.

Busy cruises of "spit and polish" and of "showing the flag," returning the hospitality of the kind folks ashore with ship visits, children's parties, etc., and then returning to the quiet haven of Trincomalee.

With the magnificent exception of Trincomalee, the natural harbours of Ceylon are few, the tidal rise and fall is almost negligible, and difficulty is experienced in keeping clear the mouths of rivers and harbours.

Ceylon is about half the size of England and lies just south of India, wholly in the tropics.

During the greater part of the year it is hot at Trincomalee, and Ships' Companies, whenever time is available between cruises, are sent "up country" to Diyatalawa, a journey never to be forgotten.

Which of you NAVY News readers have made the trip? Do you remember the red and yellow buses, shivering and shaking 'neath the control of the bare-footed saronged Sinhalese, only too willing to obey the light-hearted commands of the sailors for speed and more speed, and how one's respect for him grows as one nervously clings to seats on the mountain roads gazing meanwhile into the misty depths of valleys hundreds of feet beneath the outboard wheels?

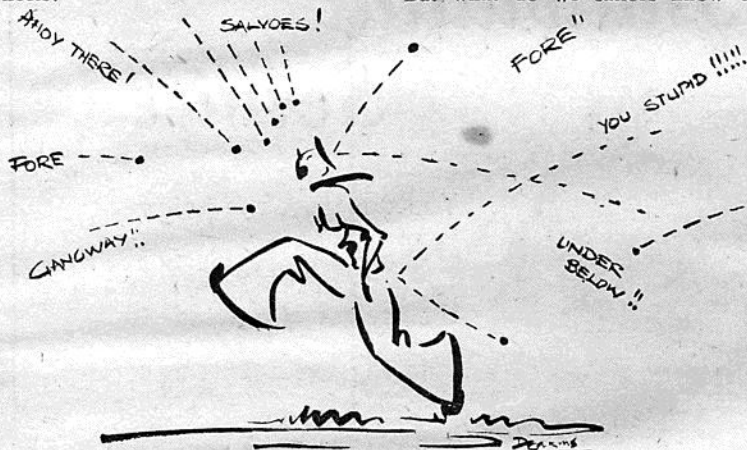
The stops for water to cool the palpitating engine at mountain streams, at times a mere trickle, at others a turbulent flood depending on the Monsoon period.

## Approach to Kandy

And who can forget that beautiful approach to Kandy the Capital, of the miles and miles of paddy fields beautifully shaded light green, a green which no artist's palette could match, and of the palms and huts along the wayside, each scene as it flashes past making a perfect composition. The dhoty women in the streams, their colourful dresses, flashing arms, the smack smack of washing against flat rocks, the embarrassed smiles as breasts are covered and the busloads of shouting naval personnel hurtle past. Speed and more speed! Bus passes bus on the narrow mountain roads. Good natured banter as one passes a bus-load of one's shipmates stranded, and the bedlam as all shout encouragement to the belabouring driver who is cursing in good round native tongue at a silent, overheated, obstinate engine.

Do you remember the stops at the Rest houses for tea and the half naked children cheerfully begging with dusky hands outstretched? The dogs! Hundreds of them, and perhaps an ancient with his tray of uncut gems, sapphire and catseye, aquamarine, topaz, tourmaline, garnets, zircon, spibel and moonstone.

But what do we sailors know of



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## Motoring Notes

IN RECENT months I have tried to put Naval Motorists on their guard when buying second hand cars in the hope that one or two at least will be prevented from getting their fingers burned by acquiring a load of trouble.

This month by way of a change, a first hand report on a new car is the theme. What better car to choose than the Austin A.30, one of which has just won the "Tulip Rally" one of the premier Continental Rallies.

### The Austin A.30

This car is produced as a two or four door saloon, as well as with a "Countryman" body, and as a van. All have a very similar performance, depending of course on the load carried. The writer has driven all of them for many thousands of miles and has also first hand experience of repairing them in the workshops. In all respects they compare favourably with other makes of the same horsepower and size.

By general consent the A.30 is a handy little car which handles very well indeed, the steering being accurate and light, roadholding very good and there is a general absence of vice of any sort. The brakes are extremely good and capable of stopping the car under all conditions dead square and safely. The body is unit construction, like most modern cars, and under some conditions is subject to drumming, particularly at about 50 m.p.h. but this is not serious.

From the comfort point of view, the car has of course independent coil suspension at the front and the ride is quite free from jolts and bumps as might be expected from a modern car. In every sense the A.30 provides big car comfort. The front seats are extremely comfortable and are particularly popular with the fair sex. Incidentally we do in fact sell more of these cars to ladies than to men. The rear seats are moderately comfortable but for adults are somewhat cramped.

### Extremely Reliable

Mechanically, the car is extremely reliable except for one fault which fortunately is never serious. The water pump has a habit of either squealing or leaking in a high proportion of new cars. Fortunately this always occurs when the car is almost new and being driven carefully, and the pumps are invariably changed under guarantee. They rarely give trouble on older cars but it is a recognised weakness of this small B.M.C. engine.

It is also generally considered that the gear ratios are badly spaced so that the third gear performance is limited. This does not, however, affect the normal motorist who is less concerned with performance than with more important items such as economy. In this respect the A.30 is a winner. Depending on driving methods one can always get a minimum of 40 m.p.g. whilst some achieve as high a figure as 52 m.p.g. The engine has no particular thirst for oil but it is common to have to fit oil control rings at about 20,000 miles if any real mileage is to be obtained before a reconditioned engine is necessary.

To sum up, the A.30 is a robust and reliable little car equally suitable for pottering around the lanes, or if driven more vigorously and according to the rules, of winning a major Continental rally.

to produce coconut oil, as cattle food, coir fibre, dessicated coconut, etc.

And so Diyatalawa, with its delight to all sailors, a golf course. But that, in itself, warrants a monthly column in the NAVY NEWS.

Surely Ceylon is the most beautiful country in the world. Colombo with its dhows, steamers and teeming humanity, the palm fringed beaches of outriggers and picturesque fishing villages. The rich forests of vegetation and of animal life. Bears, leopards, wild pig and buffalo, of deer and monkeys (and roar a thousand voices "its leeches").

The East Indies station is full of variety. A few days steaming from Ceylon and one's eyes long for its colour as the desert of the Persian Gulf seems to stretch monotonously to the end of the world, or eastwards to wonderful Malaya with its different peoples and different customs.

Or northwards to the crowded cities of Bombay, Karachi, Calcutta, of Abadan and Basra. Which other station holds such wonders? And for ten years I had laboured under the fear of a nightmarish commission in the East Indies. But after all, as we all know, it's the ship that matters.

## Queen's Commendation for Royal Marines

AS ANNOUNCED in the *London Gazette* of May 29, the Queen has approved the award of the Queen's Commendation for Brave Conduct to Sergeant Howard James and Marine Kenneth John Goodey, both of 40 Commando, Royal Marines.

On October 27, 1955, Sergeant James was in command of a patrol in Limassol, Cyprus, that arrested two armed terrorists who fired on them from within a hut.

Marine Goodey, a National Serviceman, followed another Marine into the hut and assisted in disarming the men. His action showed "great per-

sonal courage and disregard for his own safety."

Sergeant James, the only armed member of the patrol, showed "outstanding qualities of leadership and great personal courage" in organising the capture and in covering the entrance to the hut with his rifle, while under fire from the terrorists.

Sergeant James is a resident of Malta, whilst Marine Goodey comes from Lower Warrington, Banbury.

Marine A. J. Coughtrey, whose home is at Hemel Hempstead, was awarded the British Empire Medal (Military Division) in March for his part in this incident.

## Where Are We?

THIS WAS a thought that was frequently voiced in See Hexe, the Home Air Command Sailing Association entry in the Southsea—Harwich race.

Contrary to the Met. forecast of a westerly we crossed the starting line at 1630 beating against a wind which was East of South, and then had a long beat out to the Owens. Fog descended as we were rounding the lightship and remained with us until the following afternoon. During the night, winds were light and variable. In the fog we only saw one other yacht, Theta, and when it cleared about 1400 it was interesting to discover where we were geographically as well as in relation to the other competitors. Beachy Head was about 8 miles N.E., there were three yachts working along the shore to northward and two astern, one of which, Jancis, subsequently passed us under motor—that was one less to worry about! We just managed to round Beachy Head before the tide turned, and we could not help rejoicing at the thought that all four of our friends, now at least two miles astern, would not make it unless the wind freshened.

Dawn the next day broke in poor visibility. Again winds had been light during the night, and we were not sure how much progress we had made. Soon, however, Dungeness lighthouse showed up six miles away on the port bow and also some yachts, again inshore, but this time ahead of us. Were these our friends of the evening before, carried round Beachy Head by a wind which we had not had, or were they some others which had got ahead of us on the first beat out to the Owens? Our one consolation was that Griffon, whom we had left the other

side of Beachy Head, was not amongst them.

That evening, whilst creeping up and edging on the Varne Bank, we saw the inshore group being swept back by the tide off Folkestone—a very comforting sight!

And then our long promised Sou'wester arrived, freshening rapidly to Force 5, and away we went to the North Hinder. How many were there ahead of us? There was one astern, we discovered later, who rounded the North Hinder a few minutes after us, and it was not until it became light that we discovered that she was our sister-yacht, Sea Otter. She stole a march on us by sailing straight across the Galloper while we went round it, and after a 20-mile tussle, in which try as we could we were unable to overhaul her, we finished after 69 hours only about 30 seconds apart!

The keeper of the Cork light vessel, on the finishing line, gave us to understand that Anne Speed and two others were ahead of us. We sailed up the Orwell to Pin Mill and followed the Sailing Instructions by reporting our finishing time first to the "Bath and Oyster" and then to the Royal Harwich Yacht Club. The landlord of the former was nonplussed as he had not received instructions, and the workman who answered the phone at the Yacht Club said that apart from himself the place was deserted. No one could tell us how we were placed or which boats had arrived, and we tried every source of information we could think of.

It was not until two evenings later when the Skipper rang his wife that we heard of our good fortune.

## Hypnosis at Lossiemouth

ARRANGEMENTS FOR the inspection of the Air Station by Flag Officer Flying Training seemed to overshadow everything at "Fulmar" during May. So much so that it is difficult to single out individual items of news.

Among the factors which have helped to take our minds off the forthcoming visit of the Admiral, the demonstration of hypnosis given by Mr. Henry Blythe was certainly the most unusual.

To those who have not seen a hypnotist on the stage it must be difficult to imagine that one man could hold an audience of several hundred spell-bound for two hours.

Whether this was done by mass hypnosis or not is an open question; the fact remains that this was the most enjoyable stage performance seen at Fulmar in the memory of the oldest inhabitants.

Mr. Blythe selected the most susceptible subjects from a bunch of volunteers all of whom survived unscathed.

One "Matelot," while in a hypotetic trance gave a fine rendering of a south sea island dance, complete with grass skirt and brassiere over his uniform.

This was followed by a darts match between three volunteers. The first threw his darts over his shoulder in the opposite direction from the board, the second was unable to release the darts from his hand, and the third was unable to pick them up at all, since they appeared to him to be red hot!

Perhaps the most spectacular demonstration of this mysterious power was the climax to the show when ten lifelong smokers on the stage discovered that not only did they not want a cigarette, but that the sight, smell, taste and feel of cigarettes filled them with deep nausea.

This particular demonstration was a great example of post-hypnosis, for all ten were convinced that they would never want another cigarette, so much

so that Steward A.A. Graham flung his packet into the audience!

However, at the pre-determined hour, mid-day next day, the ten volunteers returned to their life-long addiction.

Incidentally, it seems a fairly safe bet that we are unlikely to see Mr. Blythe in a commercial T.V. programme sponsored by the tobacco industry!

## Latest Film Releases to Royal Navy

Private's Progress, Ramsbottom Rides Again, Charley Moon (British Lion Films); Mr. Roberts, Serenade, The Searchers (Warner Bros); A Town Like Alice, The Feminine Touch (J. Arthur Rank Film Distributors); The Harder They Fall (Columbia Pictures); Johnny Concho (United Artists).

## Congratulations

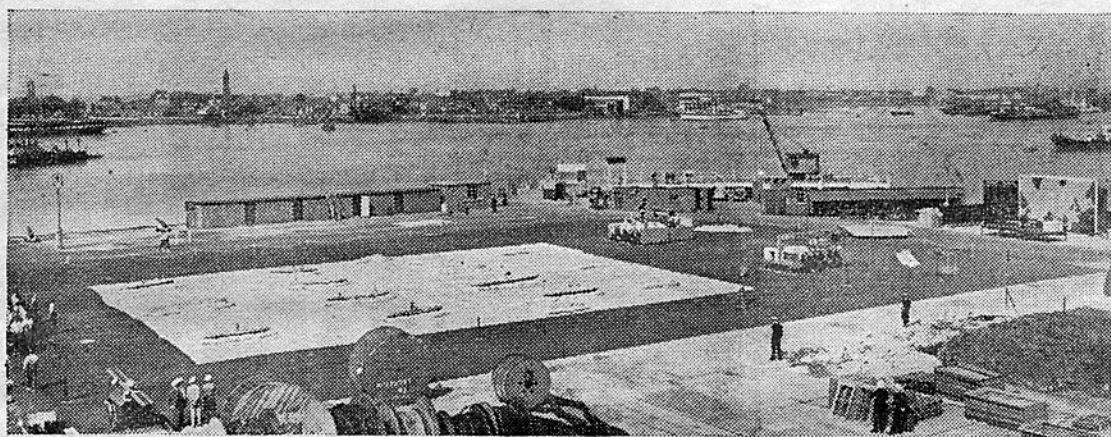
OUR READERS will be interested to learn that George Deakins, author and illustrator of "Tramps Abroad" published in this paper, has had three paintings accepted by the Paris Salon. No doubt many of you will recall the hot colourful display of his knife paintings in the exhibitions he has given during Portsmouth Navy Days. Last year also two of his paintings were successful in the Salon.

Although George Deakins is more widely known abroad, where he has given 15 one-man shows, his work is gradually becoming recognised at home through 12 years of regular exhibiting in London and through the wide medium of I.T.V. in London and Birmingham, his "Juicy" knife technique being admirably suitable for the T.V. camera.

May we wish him every success in his dual role of sailor and painter.



## Royal Tournament—New Naval Display



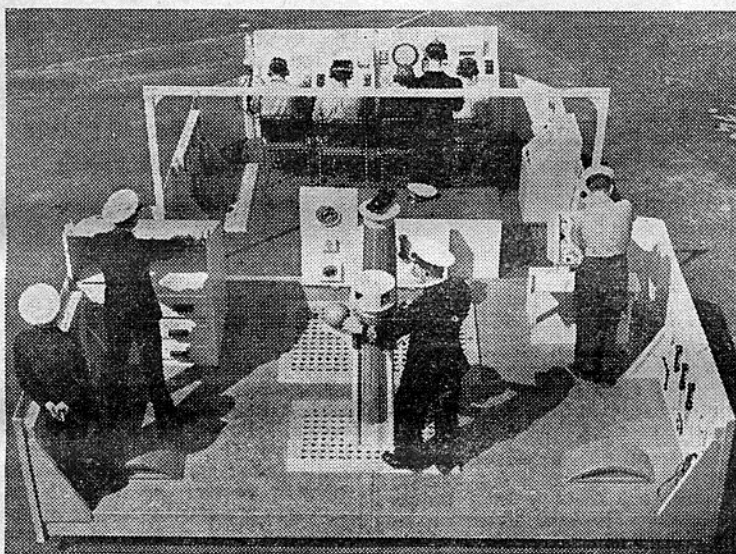
Rehearsal in progress in H.M.S. Vernon

THIS YEAR the Royal Navy is giving a "new look" to the Royal Tournament. In addition to the traditional Field Gun Display which calls for courage and discipline and provides an element of competition, an action of a far different kind is being presented. The dramatic tension of an Atlantic Convoy battle against enemy submarines will provide a spectacular display involving over sixty officers and men. The R.A.F. Coastal Command have supplied two officers and two W.R.A.F. plotters who supplement the Naval contingents drawn from the Portsmouth and Air Commands.

During the past eight months, shipwrights in H.M.S. Vernon have been hard at work building detailed models of merchant ships, escort vessels including an aircraft carrier, and of course an enemy submarine. All the ships are fitted with an ingenious mechanism which enables them to pitch and roll. The submarine surfaces and dives, the "sea" closing over it with uncanny realism. Models of a Shackleton and two Gannets have been made at R.N.A.S. Arbroath, while M.T. and R.E. are responsible for life-size mock-ups of an operations room, bridge, asdic control room and a complete Maritime Headquarters.

The entire action, including rigging the arena and striking it at the end, occupies only 15 minutes. All the sound effects, explosions, Morse signals, wind and sea, and noises off have been pre-recorded on tape. Realistic explosions in the Convoy and round the submarines are produced using "dry ice" and a small explosive charge.

Rehearsals have been going on since early April in H.M.S. Vernon, and a high standard of performance has been the aim of all concerned. With only two short periods for rehearsal allotted to this item in the arena at Earls Court, the intensive periods already spent on the Night Convoy Action will prove invaluable. Undoubtedly this display will enable the general public to witness the organisation and defence of an Atlantic Convoy, and provide them with an unparalleled opportunity of appreciating the work of the Royal Navy.



Players "on the set" on the bridge and A.C.R.



One of the frigate escorts

## Letter to the Editor

### 804 SQUADRON

THE INTERESTING article on Peter Twiss and the World Air Speed Record in the April Number is not strictly correct in its reference to 804 Squadron. This squadron was never employed in "macships" during its various wartime roles.

I presume that your source of information has become confused with the three different types of specially equipped merchant ships which were operated during the 1941 period onwards. First of these were the "catapult fighter ships," for which 804 Squadron provided the aircraft and aircrews, the ships and squadron being based on Belfast. There were five of these ships. The Patia which never came into service as she was sunk in the Tyne, Maplin from which Lieut. "Bob" Everett, R.N.V.R., scored the squadron victory which gained him the D.S.O.—(he was subsequently lost in the Irish Sea on a ferrying trip), Ari-guani, Springbank—torpedoed and sunk in the Atlantic, and Pegasus. The squadron carried out all the pioneering work in successfully launching fighters from these ships from March, 1941, under command of the late Lieut.-Cdr. Pat Havers who lost his life in H.M.S. Dasher. At that time I was the senior Flight Commander of the Squadron and subsequently relieved Lieut.-Cdr. Havers in 1942.

Whilst we were working out the technique, further ships were adapted with catapults, the aircrews for these being provided by an R.A.F. Squadron

based at Speke. These were the "cam-ships" which gained some newspaper publicity for their R.A.F. pilots who were dubbed the "suicide pilots of the Atlantic." 804 Squadron of course only smiled as our chaps had been doing their job quietly for months before the R.A.F. ever came into the picture, whilst we already had a D.S.O. in the Squadron as our reward.

The Squadron reverted to normal duties in May, 1942, when we moved from Belfast to Yeovilton to work up as a normal fighter squadron and were subsequently embarked in the Argus for the North African landings.

At about this time there were a number of merchant ships equipped with a small flight deck and these operated Swordfish. These were the "macships" referred to in the article on Peter Twiss. Whereas the job of 804 Squadron in the "catapult fighter ships" was to hunt the Focke Wulf Condor aircraft which were homing the submarine packs on to the convoys, the use of the "macships" was purely anti-submarine and our squadron had nothing whatsoever to do with this type of work.

There are several of the former pilots of 804 Squadron still serving and well known in the Fleet Air Arm. Capt. Cockburn, Cdr. Carver, Lieut.-Cdr. Birrell, Cdr. Spedding, Capt. Smeeton among others, whilst Cdr. (E) Kemp and Lt. Cdr. Wooller will no doubt recall their many problems at Belfast in keeping the squadron airborne.

Incidentally, I wonder whether the

old squadron "line book" is still in existence. This magnificent tome, bound in red leather, gave the story of the squadron from its early days at Hatston in the Orkneys until late 1942 when it was sent to the Admiralty for safe custody.

"Minnie"

Capt. A. E. Marsh, R.M. (Retd.)

### ROYAL MARINES AT WESTERN AUSTRALIAN FOUNDATION CEREMONY

H.M.S. NEWFOUNDLAND, now making an operational visit to Fremantle, on June 4 took part in celebrations of the 127th anniversary of Foundation Day in Western Australia.

In 1829 Capt. Fremantle, R.N., landed from H.M.S. Challenger with a guard of Royal Marines and hoisted the Union Flag where the city of Fremantle now stands.

The ceremony on the spot today was attended by the Governor and Prime Minister of Western Australia, the Mayor of Fremantle, and other local dignitaries, and the Union Flag was hoisted by Mrs. Agnes Glaskin, a descendant of one of the original settlers.

A guard of honour was mounted by the Royal Australian Navy. H.M.S. Newfoundland provided a Bluejacket band and a contingent of 100 seamen and Royal Marines.

As far as is known, this is the first occasion on which Royal Marines have been present at the annual ceremony since 1829. They were commanded by Capt. P. Bayly-Jones, R.N. H.M.S. Newfoundland is commanded by Capt. R. E. Portlock, O.B.E., R.N.

## Field Gun Record Smashed

THE FLEET Air Arm Field Gun Crew, which has been under training at R.N. Barracks Lee-on-Solent since February, gave their fourth public display run on Thursday evening, May 17, in front of the Mayor of Gosport (Alderman H. T. Rogers), the Commodore of the Barracks (Commodore J. E. M. Glenney), and the Captain of Lee Air Station (Capt. H. H. Bracken, R.N.).

The time for this smooth and almost slow seeming run was 3 minutes 20-3/5 seconds. This breaks the Lee track record by some 6 seconds and also Devonport's Earls Court time of 3 minutes 21-3/5 seconds.

The crew is being trained by P.O. D. B. Williams, who ran in the all-successful 1950 Fleet Air Arm crew. The men are toughening up steadily, and the whole crew is really determined to win all three trophies this year at the Royal Tournament, which begins on June 4.

P.O. P.T.I. C. D. Barnes takes the crew for P.T. on Lee front every morning and has been largely responsible for the build-up of their physique. P.O. Barnes is a Navy soccer player whom it is hoped we will be able to feature in our "Sportsman of the Month" column in a later issue.

P.O. J. McW. Scott has had a varied life training the "B" crew—often a discouraging job when his best men are plucked out to fill a gap in the "A" team. Early in May, however, the "B" crew produced a very fine 3-minute 51-second run, which has never been done in the past at such an early stage in the training.

The ability to rely on a fully trained-up and rapid "B" crew for reserves is one of the aims of the F.G.O. Lieut. J. A. S. Crawford, R.N. The other aim, of course, is fast and consistently fast runs without penalties. These penalties of as much as 30 seconds for "dirty drill" can easily decide the winner now that this sport of field gunning has become such a second-splitting art.

### Annual Dance

The crew held their annual dance at Lee Tower Ballroom on Friday, May 18, as a gesture of thanks to all those at Lee-on-Solent who have looked after them as well as an excuse for a party! The crew are off to London on June 1 and look forward to seeing their supporters at Earls Court. They hope to bring back the three cups this year.

## The Forces Motoring Club Groups

THE FIRST "do" of the Portsmouth Group, which takes the form of a film show, will be held at Hulse Barracks on Friday, June 15. Members, wives, lady friends and prospective members (serving or ex-Servicemen) will be welcome. A stamped addressed envelope sent to the Group Social Secretary—Capt. D. R. Pudney, 3 Basic Training Battalion, R.A.O.C., Hulse Barracks, Portsmouth—will secure an invitation and copy of the programme. He would be glad to know how many to cater for. Bar and buffet supper available.

The London Group will be having another "crown session" at its usual rendezvous in the buttry of the Crown Hotel, Brewer Street (just behind the Regent Palace Hotel) on the evening of July 20. Members and friends are welcome. Apart from the usual informal "noggin and natter" it is hoped to have a talk and discussion on "Rally Navigating for Beginners." An Ordnance Survey map would be handy if you want to follow the talk.

The Royal Military College of Science Group will be running driving tests on Saturday, June 9. The event is open to all members of the F.M.C. driving four-wheeled vehicles. Entry fee is 4s. and the closing date for entries will be June 9. Entry forms available on receipt of stamped and addressed foolscap envelope from the Secretary of the meeting, Capt. K. W. E. Ferguson, Royal Signals, Kitchener Hall, Royal Military College of Science, Shrivenham, near Swindon, Wilts.

"Navy News"  
is published on the first  
Thursday in each month

## RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During the past year over £122,752 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £24,695 to kindred organizations and Children's Homes; and £19,195 for training and finding employment.

RNBT maintains its own Children's Home in Edinburgh; a Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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# Sportsman of the Month

THE STORY of this talented sportsman follows very much on the lines of the famous personalities whom one sees on the T.V. programme "This is your Life," and in fact would not be out of place in such a programme.

Valentine was born in 1928 in Hawick, Scotland, and comes from a family of notable athletes. His father was a well-known Scottish athlete who also played Association and Rugby Football, and his mother was a swimmer. There are two other brothers and one sister; the elder brother is a Scottish International Rugby player who has now gone over to Rugby League, is the present captain of Huddersfield R.L. Club and achieved the great honour of captaining the victorious British R.L. team which won the World Cup last year. The youngest brother, now only fifteen, already plays Rugby at school and hopes to join "Alex" in the Navy this year. Not to be outdone, sister Rena also did some sprinting on the track before getting married and retiring to the seclusion of the home and kitchen.

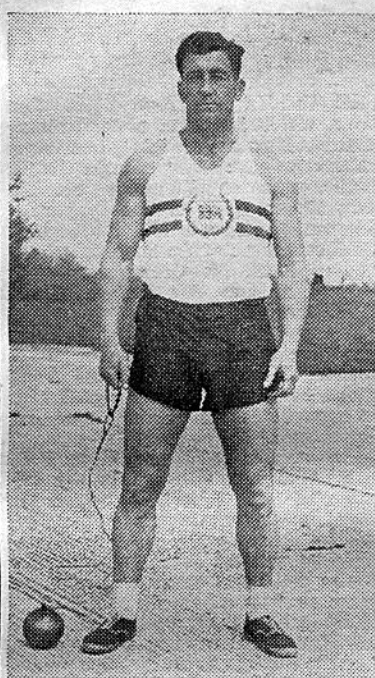
Valentine is now married to a Hawick girl, and they are the proud parents of two daughters aged 5 and 3 who father hopes to see take up athletics at a later stage.

Life started in earnest with school at Drumlanrig and Hawick High Schools, where even at this stage in life Alex was running with the school's relay team and playing Rugby for the 2nd XV.

In 1943 the Navy saw this young Scottish lad for the first time when he joined as an Aircraft Artificer Apprentice at Lee-on-Solent. Training followed at H.M.S. Caledonia in Rosyth for one year, then a further 18 months at R.N.A.T.E. Newcastle under Lyme, concluding with a further 18 months at R.N.A.S. Arbroath.

It was in his last year at Arbroath that young Alex first took up athletics from the Hammer-throwing angle, and this, incidentally, was only after being a "pressed man," which seems to prove that although it is not always a good thing, some good comes of being made to do a thing.

1947 was an important year for Alex won his first Navy athletic title with a throw of 105 feet in the



Hammer event, and he has won this event every year since with steadily greater throws; 1956 will see his tenth year and, we hope, win.

Although primarily a Hammer Thrower, he also Throws the Discus and Putts the Shot, with the odd 5 feet 5 ins. in the High Jump; he has, in fact, won all Air Command titles in these events at one time or another.

Rugby football is his main interest in the winter, and he has played for at least six Air Stations and two ships, both as a forward and as a three-quarter!

To fill in time (as if there could be any spare!!) he has also had a little competitive boxing.

Apart from his sporting abilities, Alex has seen service in carriers and with the 17th Carrier Group, which included a spell in Korean waters during the U.N. operations out there in 1950-51.

If asked what his most amusing experience was, we are sure he would quote the day he managed to Putt the Shot (the only one) over the side

of the ship in a shipboard sports day on H.M.S. Theseus.

The honours that have come to Alex are many and varied, but it would seem only fair to this magnificent sportsman that as many as could be mentioned should be given in this article, and so, taking a deep breath, here they are!

**Athletics**—Royal Navy. Champion Hammer Thrower for nine years. Record Holder, 185 ft. 4 ins.

**Combined Services**. Eight years, including a fourth in the European Military Games in Rome, Italy. Record holder with 181 ft. 3 ins.

London A.A.A. v. Stockholm in Sweden (1st); v. Moscow in London (3rd).

**A.A.A.**

Scotland, which included the Empire Games in Canada where he was 6th. Great Britain v. Hungary in 1955.

**Rugby**—Royal Navy. Eight times a Service "cap" and captain in 1956, the second rating to be captain ever and the first for 28 years.

**Combined Services**.

North of England v. N. Scotland. N.W. Counties v. New Zealand touring side.

Cumberland: 30 appearances, and captain this year.

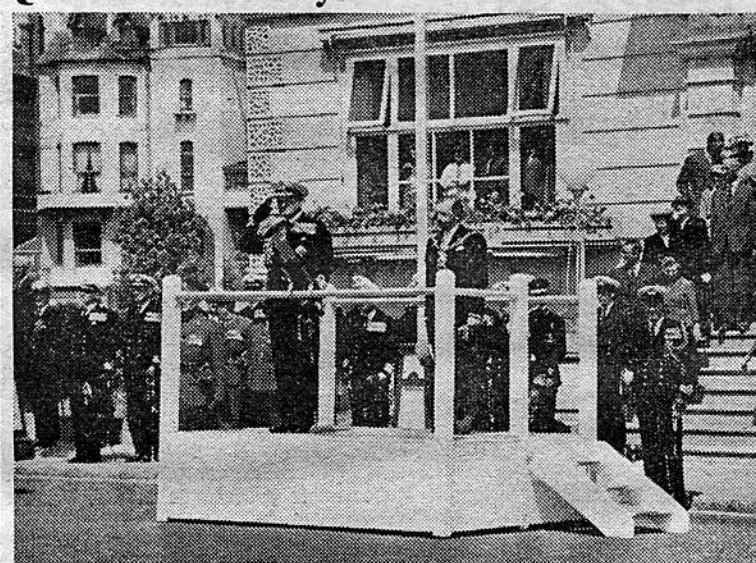
Scotland: 3 "caps," including a visit to Paris, v. France in 1952.

In addition, he has been a constant member of the Air Command in both sports, and when in Scotland a member of the R.N. in Scotland and Scottish services sides.

The record will no doubt surprise many who read it, but in summarising this short but amazing brief history of Alexander Richard Valentine, let us look back to 1932 when, as a boy of four, Alex was sent to a T.B. sanatorium near Edinburgh with a tubercular knee, which the doctors agreed would affect him for life. Has it affected him? This is a question which the record book alone can answer, and to which he would and does reply, "It has not!"

1956 will see yet another year of triumphs for Alex, and we sincerely hope that the one sporting honour which has not yet reached him will be realised: the honour of representing Great Britain in the 1956 Olympics at Melbourne.

## Queen's Birthday Parade at Portsmouth



The Commander-in-Chief, Portsmouth, takes the salute outside City Council Chamber

## Annual Conference of National Association of Youth Employment Officers

Southsea was chosen as the venue for this year's conference, and in view of their strong connection with recruiting the opportunity was taken to show them as much as possible of the Navy.

A programme of visits to ships and establishments was arranged which included a tour of Victory Ship and Museum, followed by an At Home in the Victory Theatre at which representatives of all establishments and the Recruiting Service acted as hosts. Afterwards about 50 members of the Association had dinner in various establishments.

On Monday visits were made to the Dockyard, and to H.M. Ships Bulwark, Vigo, Starling and Redpole.

Readers may say this is just another stepping stone, but the A.A.A. have set a high standard qualification for possible selection, and he must attain at least 190 feet in the Hammer event to be eligible. Let us all hope that this will be realised, and in doing so we wish him all the very best of luck in his efforts.

## R.N.A.S. Lossiemouth

THE FLAG Officer Flying Training, Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., carried out the annual inspection on May 1-2. The Admiral and his staff made an intensive examination of every aspect of the life and work of the station, although naturally special emphasis was placed on the Air Department and Squadrons.

Both day and night flying exercises were carried out, and among the more unusual tests of efficiency in dealing with the unexpected were an attack organised by officers from Pinefield Camp, the quelling of a supposed civil disturbance at Milltown; and the feeding, clothing and general welfare of 100 refugees following a gasometer explosion in Lossiemouth.

All these exercises were carried out after midnight and apparently the Admiral is still unaware that there is no gasometer at Lossiemouth!

## R.N. & R.M. Children's Homes

THE HOMES close down for six weeks from July 28 to September 8, and the Superintendent at South Africa Lodge, Stakes Hill Road, Waterloo-ville, would be most grateful to have the name of anyone willing to offer a home during this period to boys ranging in age from 7-14 years. Telephone No.: Waterloo-ville 2297.

## R.N.A.S. CULDROSE

AT THE end of the winter sports season there appears to be only one thing to do and that is to take a deep breath. Next season we will have to work very hard to retain the many trophies which have found their way to Culdrose. The situation here is so grave that the sports officer is having to sell a lot more ice cream in the cinema to pay for the insurance of the various cups and shields. You are all aware of most of our victories, and indeed it might appear conceited to go through them again.

However, the more recent ones include, the Bambara Bowl, the Peregrine Trophy, retained for the second year, the Commodore's Cup and the Lanchester sub-machine gun trophy, all won during the Home Air Command Rifle and revolver Meeting for 1956.

In the H.A.C. Golf Championships, the Heliotrope Cup was won by Lt.-Cdr. A. Brown from Culdrose, whilst the Station team which included the Captain and Executive Officer was second in the team event.

"King Willow" has now taken over the helm, and if the present weather continues a good cricket season can be expected. We can only hope that the Station Eleven will carry on with the good work.

Meanwhile, our Gymnastic and Display Team have been undergoing rigorous training for the many local commitments which they are to undertake during the summer. Perhaps the most attractive to the teams will be the Royal Cornwall Show to be held at Helston on June 6 and 7.

A new outlet for a Naval team has been found in the Local Drama Festivals, and the successful Culdrose Theatre Group has entered for the Marazion Drama Festival which takes place during the week commencing May 28. They are entering two one act plays and hope to bring yet another cup back to the station. It would be interesting to know whether other shore establishments take part in such festivals, and if so, with what success.

## The Prodigal Sons

No. 810 SQUADRON, commanded by Lieut.-Cmdr. P. M. Lamb, D.F.C., A.F.C., R.N., returned to us like so many prodigal sons fresh from their riotous living in the Far and Near East.

This squadron has just completed a voyage to Hong Kong and back, and the manner in which they arrived over the airfield and broke formation showed them to be a fully "worked-up" front line squadron, direct from a carrier.

### SHORT-TERM VISITORS

Another squadron which has joined us for a short time is 700 Squadron. Lieut.-Cmdr. J. L. Treloar, R.N., will be in charge of the target towing for the Home Fleet which is exercising in Scottish waters.

### X-RAY UNIT

The Royal Navy X-ray unit, commanded by Surg.-Lieut.-Cmdr. L. J. Evered, R.N., has been with us, and all Naval personnel who were due for X-ray, together with their families, were duly dealt with.

### C.P.O.s. ARE CHAMPS

The Chief Petty Officers won the Hockey League Cup in their final match against the Ward Room in the knock-out competition. The score was 5-1, which gave the Chiefs a total of 107 goals in 10 games.

### GLIDING

Lieut. P. Flower, R.N., of 804 Squadron, has been selected to travel with the British gliding team to the World Championships, which are being held this year in Dijon, in June and July.

### GOOD-BYE!

We have said good-bye to Instructor Lieut.-Cmdr. H. J. Drake, R.N., and Lieut. J. Palmer, R.N.

Lieut. Palmer, who is returning to his home in New Zealand before leaving the Service, is well known in this area as the Commanding Officer of the Helicopter Flight. He was recently engaged in the rescue of the crew of the Norwegian tanker Dovrefjell.

## With NATO in the Sunshine Isle

SERVICE AT an Allied Headquarters established under the North Atlantic Treaty Organisation is a form of education that can be most salutary. One discovers after, for example, a spell with the Allied Forces Mediterranean in Malta, where French, Greek, Italian, Turkish, U.K. and U.S. Naval and Air Force officers and men (and women) are working together in complete harmony, that the French are as gallant as tradition makes them out to be (ask any "Allied" Wren!); that the Greeks are not remarkable for their likeness to the famous statues of Ancient Greece, but that they all certainly have a word for it (ask any "Allied" Wren!); that Italians are remarkably efficient (ask any Wren!!); that Turks do not all have lots of wives, in fact one is more than most can afford, or is it? (ask any woman in Malta); and that not all Americans are dripping with dollars (ask any P.O. Wren). The British (those not fortunate enough to be serving at the Allied Headquarters) are, one discovers, terribly British; that is, they are dull, dilatory and despondent, and very prone to consider that their way of doing things must be the best.

The first couple of years at the Headquarters of the Allied Forces Mediterranean were not without incident. The great privilege of being driven by Admiral Mountbatten was enjoyed by everyone in the Headquarters as he forced the Headquarters into being and pulled us into our proper position in the Allied Command Europe.

The early days spent by reluctant courtesy of the British Mediterranean Fleet shore staff, in scattered rooms and holes in the decaying ascaris Bastion in Valletta, were occupied in trying to remember names and faces. It is hard when an American can be called "Garcia" and a Briton "de la Pasture." One is prepared to meet a Turk with a name like Ozdoganci and a Greek called Filiopoulos, but it is not surprising that the coding staffs made occasional errors. The names took time to learn and snags such as the

fact that Lieutenant de Vaineau le Comte de Robbiac du Dortmunde should be known as "de Robbiac" and not "du Dortmunde" were overcome only slowly. And no one could be sure which of two tall delightful Turkish officers of very similar names was which. The British added their bit to the confusion by appointing three staff officers with the same, and by no means common, surname.

Work under these conditions progressed slowly, but a certain amount of friendly rivalry from the neighbouring Allied Command in Naples gave an opportunity for the very small Mediterranean team of "logistics" staff officers to take a trip North to meet the opposing team on their home ground. The few simple Naval souls (one French, one Italian and two British) from the Mediterranean faced the bowling (or perhaps "pitching" is the more appropriate term) of the 200-strong team of experts in Naples: senior Army and Air Force officers born and bred in an atmosphere of pipelines, POL and AVGAS, fed on foot-tons of ammunition, and cutting their teeth on slices of infrastructure. But at least in the cabarets and restaurants of Naples the name of HAFMED began to be known. And back in Malta the girls in the unfortunately named "reproduction office" worked far into the night up to their necks in orrig and duplicator ink endeavouring to meet impossible dead-lines and target dates for slices of mysterious "infrastructure projects" or budgets—200 copies in French and English.

In due course the Allied flags appeared on the roof of the big white building in Floriana (christened "Selfridges" with native British wit) where the Headquarters is now located, and the staff really began to feel and work as a team.

The Allied personnel had by now been accepted in Malta, but it continued difficult to explain to non-Colonial powers such as the Americans that although Malta is part of the British Empire the Maltese are probably no fonder of the British than

they are of the Italians (who, after all, did have a hand in wrecking the Opera House in Valletta), and for a Briton to endeavour to intercede with the Maltese Water and Electricity Department on behalf of an Allied colleague would probably result in even greater than usual procrastination.

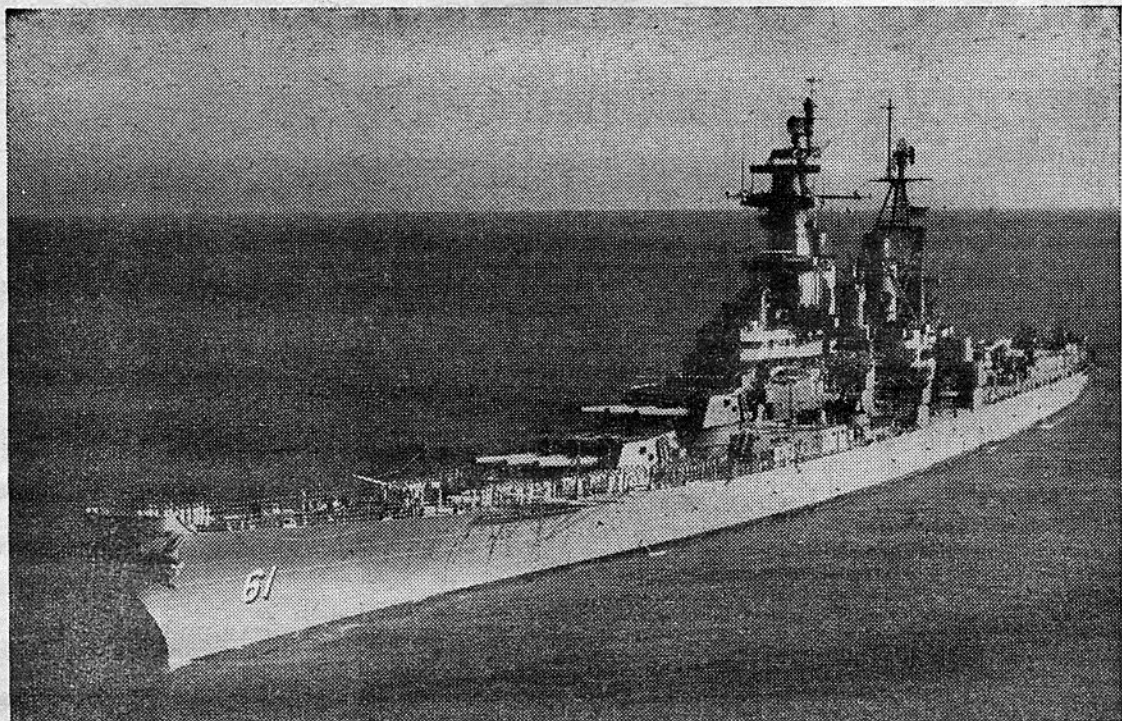
One retains happy memories of incidents such as the vagaries of the Maltese-installed Italian lift in which one very senior officer made five complete trips up and down without stopping before he could escape from the lift; of an anniversary ceremony where one national flag could only be prevailed upon to ascend the staff by the personal intervention of the appropriate Admiral, while another national flag flew bravely upside down. Of the ceremonial arrival of a party of V.I.P.s. by air only slightly marred when the steps provided for the passengers to descend from the aircraft proved to be about 6 ft. too short and the V.I.P.s., in swords and medals, were left with the prospect of a 6-ft. drop while the band made correct noises alongside. Of anxious foreign Flag Lieutenants complete with books on etiquette in American seeking advice as to the correct size of visiting card to be left on the local dignitaries of varying importance. Of Turks readily taking holidays on such Christian occasions as Christmas and Easter; and the way in which all nationalities referred to Her Majesty as "The Queen" during her visit to Malta.

But the essential fact that has been proved from the working of the predominantly Naval Allied staff in Malta is that Naval folk of six nations do think and work very much alike, and that normal Naval practices such as a good long stand-easy, eye-wash, time off for le sport, a tendency to let the more difficult papers rest at the bottom of the basket, and top priority for "les girls" are common to all navies. On these vital matters at least it is evident that there is no need to invoke the turgid deliberations of the Mutual Agency for Standardisation to achieve a common doctrine.

"Metric"



# Visit of United States Fleet



U.S.S. IOWA

[Official Photograph U.S. Navy]

Two of the largest warships in the world will visit Portsmouth in July. They are the U.S.S. Iowa and U.S.S. New Jersey. The two battleships will be escorted by the destroyers Joseph P. Kennedy, Johnson and Charles R. Ware. The Fleet will arrive on Tuesday morning, July 3. U.S.S. Iowa will berth alongside South Railway Jetty, and U.S.S. New Jersey will anchor off Spithead.

## Two New Frigates Come Into Service

### H.M.S. TORQUAY

H.M.S. TORQUAY, the first ship to be completed of the Whitby Class Anti-Submarine Frigates, was provisionally accepted into H.M. Service on May 8, 1956, at Belfast.

H.M.S. Torquay was launched in July, 1954, by Lady Monckton, wife of the Rt. Hon. Sir Walter Turner Monckton, K.C.M.G., K.C.V.O., M.C., Q.C., M.P.

Frigates of this class are designed primarily as A/S vessels and are fitted with the latest equipment for locating and destroying submarines, including facilities for directing A/S aircraft. They are also equipped for limited A/A defence. They are highly manoeuvrable and the hull form has been designed to enable them to maintain a high speed in heavy seas during submarine search. Of all-welded construction, they have been prefabricated in such a manner as to allow for rapid construction. They are intended to work in conjunction with A/S frigates of the Blackwood Class.

H.M.S. Torquay, which has twin screws and twin rudders, is powered by geared turbines of an advanced design, which are extremely economical of fuel consumption at cruising speeds. The turbines have been built to a design by the English Electric Co. Ltd.

This frigate is armed with a twin 4.5 inch gun mounting and a twin barrelled 40mm. A.A. gun. The A/S armament consists of two three-barrelled mortars, each of which can fire a pattern of projectiles with great accuracy and the projectiles can be set to explode at a pre-determined depth. These weapons can be trained over a wider arc than any previous types of A/S mortars. Two twin and eight single torpedo tubes are also installed.

The dimensions of the ship are: Length extreme ... 370 ft. Length B.P. ... 360 ft. Beam, i.e. breadth extreme 41 ft. The normal (peacetime) complement is nine officers and 180 men.

The hull builders and main machinery contractors are Messrs. Harland and Wolff Ltd., Belfast.

Particular attention has been given to the provision of the best possible accommodation arrangements. Improvements include special schemes of furnishing and the provision of plastic table tops, patterned linoleum and other minor items. The ship's galley is fitted with an electrically controlled oil fired range; a laundry is provided and stainless steel washbasins with hot and cold supply are fitted in the bathrooms. The living accommodation is fully illuminated throughout by fluorescent lighting.

### H.M.S. MURRAY

H.M.S. MURRAY is the third of the Blackwood Class Anti-Submarine Frigates to come into service. She was launched at the Yard of Messrs. Alex Stephen and Sons Ltd., Govan, Glasgow, on February 25, 1955, by Lady Rachel Stuart, wife of the Secretary of State for Scotland. H.M.S. Murray was provisionally accepted on May 29, 1956.

Frigates of this class are designed as anti-submarine vessels and are fitted with the latest equipment for locating and destroying submarines. They are highly manoeuvrable and the hull form has been designed to enable them to maintain a high speed in heavy seas during submarine search. Of all-welded construction they have been prefabricated in such a manner as to allow for rapid construction. They are intended to work in conjunction with anti-submarine frigates of the Whitby class.

The Operations Room of H.M.S. Murray is fitted with the latest equipment for displaying to the Command a picture of the tactical and strategical situation.

The Murray has a single screw and is powered by geared turbines of advanced design which are extremely economical of fuel consumption at cruising speeds. The hull builders and manufacturers of turbines and main machinery are Messrs. Alex Stephen and Sons Ltd., Linthouse, Govan, Glasgow.

The armament consists of three 40mm. Bofors guns and two three-barrelled anti-submarine mortars. Each mortar can fire a pattern of large projectiles with great accuracy, and the projectiles can be set to explode at a pre-determined depth. They can be trained over a wider arc than any previous types of anti-submarine mortars.

The dimensions of the ship are: Length, extreme ... 310 ft. Length between perpendiculars 300 ft. Beam i.e. breadth extreme 33 ft. Normal (peacetime) complement seven officers and 104 men.

Particular attention has been given to the provision of the best possible accommodation arrangements in these small ships. Improvements include special schemes of furnishing and the provision of plastic table tops, interior sprung settees, patterned linoleum and other minor items. The ship's galley is fitted with an electrically controlled oil fired range; a laundry is provided, and stainless steel washbasins with hot and cold supply are fitted in the bathrooms. The living accommodation is illuminated throughout by fluorescent lighting.

## Reserves to Land Jet Aircraft on an Aircraft Carrier

THE FIRST landings by reserve pilots of R.N.V.R. Air Squadrons with jet aircraft on an aircraft carrier are to be made this summer.

The landings will be made in the English Channel in July and August during periods of annual continuous training by three Squadrons of the Southern Air Division, R.N.V.R. and one Squadron of the Northern Air Division, R.N.V.R. They will be made on the aircraft carrier Bulwark.

The first landings will be by Squadrons of the Southern Air Division, which is based at Benson, Oxford, and in doing so these Squadrons will be helping to continue a fine record. The Southern Air Division was the first of the Air Divisions to train afloat. In July, 1949, No. 1832 Squadron embarked in H.M.S. Implacable. The Division is also the first to send one of its Squadrons overseas. In August, 1949, 1832 Squadron visited Norway, flying to Gardemoen Airfield.

The Squadrons of this Division—Nos. 1832, 1835 and 1836—will go to the Royal Naval Air Station at Ford for their annual training between June 23 and July 7, and will do their deck landings towards the end of this period. They will fly Attacker and Sea Hawk fighters. The Division is at present re-equipping with Sea Hawks. No. 1832 is commanded by Lieut. (A) J. S. Wyatt, R.N.V.R., No. 1835 by Lieut.-Cdr. (A) P. J. Robins, R.N.V.R. and No. 1836 by Lieut.-Cdr. (A) R. J. Clark, R.N.V.R. In August No. 1833 Squadron of the Midland Air Division will do similar deck landings on the Bulwark in the English Channel.

## LAUNCHING OF NEW DIESEL ELECTRIC PADDLE TUG FOR ADMIRALTY SERVICE

THE FIRST of the seven new diesel-electric paddle tugs ordered by the Admiralty, H.M. Tug Director, will be launched at 3.30 p.m. on June 11, 1956, from the yard of Messrs. Yarrow & Co. Ltd., Scotstoun, Glasgow.

The launching ceremony will be performed by Mrs. C. H. Mace, wife of the Admiralty Constructor Overseer. The religious service will be conducted by the Rev. A. M. Nicholson, minister of Scotstoun West Parish Church.

Though primarily for harbour service, the new tugs conform to Lloyds Class 100 A.I. for towing and salvage services. Paddle-driven tugs are found by experience to be the most suitable for moving aircraft carriers and other large warships in the confined waters of dockyard basins.

## A Banner with a Strange Device

A NEW banner (target) streaming device, known as Excelsior, has been developed for the Royal Navy, and has been cleared for use in Sea Hawk F.G.A. Mk.4 aircraft.

The conventional method of banner towing is to lay a banner out on a runway and tow it off with a Meteor 7 aircraft. Due to interference with other flying operations caused at busy air stations by the employment of this method, towing aircraft often have to operate from other airfields and rendezvous with Squadrons based on the major air stations. This method has important disadvantages; sometimes when all aircraft arrive over the range, weather is unsuitable; at other times, due to last-minute unserviceability or a blocked runway, firing aircraft may be delayed in joining the target aircraft and the latter may run out of fuel and return to base before practice can take place.

Excelsior removes these disadvantages. It enables a banner to be towed in a Squadron aircraft taking off at the same time and from the same air-

field as firing aircraft, the banner being paid out while in the air. The heart of Excelsior, in the developmental stage, was a fluid fly-wheel as fitted to a 1937 10 h.p. motor car which was bought from a scrap yard for £4 10s. 0d. A drum carries the towing wire and a slip mechanism operated by a bomb release unit enables the banner to be released at any time.

Excelsior will make it possible to carry out target practice at higher speeds and greater altitudes than formerly. It will also for the first time enable Squadrons embarked in aircraft carriers operating beyond the range of shore based "tugs" to practise firing in any suitable weather conditions in any part of the oceans.

The initial development of Excelsior was carried out by No. 802 Squadron of the Fleet Air Arm when stationed at the R.N. Air Station at Lossiemouth, Scotland, under the command of Lieut.-Cdr. I. H. F. Martin, D.S.C., R.N. The Squadron has since been disbanded and re-formed.

## Naval Fighter School

SITUATED ON the Moray Firth, over 600 road miles from London is H.M.S. Fulmar, Royal Naval Air Station, Lossiemouth—the Navy's largest Air Station. The most important task of the Air Station is to train the fighter pilots of the future so that they can take their place in a Front Line Squadron as soon as they finish their course.

This task is carried out in the Naval Air Fighter School which consists of 736 Squadron (Lieut.-Cdr. W. D. D. Macdonald, Royal Navy) and 738 Squadron (Lieut.-Cdr. D. B. Morison, Royal Navy). 736 Squadron is equipped with Ejector Seat Vampire Trainers which have a side-by-side seating arrangement and normally carry two people but the Student can fly it solo if desired. 738 Squadron use Sea Hawk aircraft which is our main Front Line fighter at the moment. The Sea Hawk is a fast single seater, capable of dropping 2 x 1,000 lb. bomb or delivering 20 rockets as well as carrying a full load of ammunition. Normally 24 students are training in the School at any one time and

they arrive here having just qualified for their wings either in the United States of America or at the Royal Air Force Station, Valley, Anglesey.

The American-trained Student first joins 736 Squadron where he receives a comprehensive course which is intended to refresh his flying after his lay-off and to convert him to British type aircraft and methods; to qualify him in Instrument Flying and Cross Country Flying. The Student remains in 736 Squadron for a month and during that time he will fly about 30 hours as well as completing a thorough Ground School programme. He then joins 738 Squadron and converts to the Sea Hawk and carries on doing Formation Flying and practises Gunnery attacks using a Camera instead of his guns. After one month in 738 the Student then leaves to join his Front-Line Squadron.

Those pilots who are trained at Valley go straight on to 738 Squadron and complete a similar course which is longer and includes Strafing at Tain Range and Air to Air firing on a sleeve target towed by a Meteor.

## SEARCH AND RESCUE OPERATION

ON WEDNESDAY, May 16, a B47 bomber of the U.S.A.F. crashed into the sea some twelve miles south-west of Land's End. The first intimation of the tragedy was received by Land's End Radio from a French trawler, the Jean Tabourel, who had picked up one survivor. The message was passed on to Cudrose who immediately sent one helicopter, a "G" dropping Firefly, and two Gannets to the scene. The trawler carried on with the survivor to the fishing port of

Newlyn, where Surg.-Lieut. Philips, of Cudrose, was waiting. The survivor, who was badly bruised and shocked, was brought back to the sick-bay at Cudrose. One other body was found and the search for the remaining member of the crew was carried on until Friday afternoon by American aircraft, some of which had come from Germany to take part in the search. During this time Cudrose acted as a forward link for the Southern Rescue Co-ordination Centre.

## Information Wanted

A LARGE brass ship's bell lettered Kreuze Emden is held in the Trophy Store of the Royal Naval Barracks, Portsmouth, but no details concerning the bell are held.

The full inscription on the bell is "KREUZE EMDEN. GEWIDNET VON MARINE VEREIN PRINZ ADALBERT WILHELMSHAVEN 1925." Marked with the German Iron Cross the bell is about twenty-four inches high and eighteen inches across the bell-mouth, and weighs about five cwt.

If any reader has any information concerning this bell, the Editor would be pleased to pass the information to the authorities concerned.



"... did fall into the 'rum tub' and resist all attempts at rescue, sir!"

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## LEE-ON-SOLENT

BETWEEN MAY 16 and 18, the Home Air Command was privileged to entertain His Royal Highness, The Duke of Edinburgh while he inspected a variety of activities and met a representative cross-section of officers, men and W.R.N.S. of a number of Naval Air Stations.

It was originally intended that His Royal Highness should pilot himself to Lee-on-Solent in a Whirlwind Helicopter serviced and maintained by No. 705 Helicopter Squadron (Commanding Officer Lieut.-Cdr. G. C. J. Knight, D.F.C., R.N.). Due to a recent unfortunate accident, however, involving a similar type of helicopter, some restrictions, still in force, precluded His Royal Highness from arriving in this aircraft.

The Duke arrived at Lee-on-Solent in the early evening of Wednesday, May 16, piloting the Royal Heron. He was accompanied by Squadron-Leader Chinnery, R.A.F., the Equerry and by Squadron-Leader Stanbridge and Flight Lieutenant Goodyear, the crew of the aircraft. Also in the party were Inspector Kelly and His Royal Highness's valet, Mr. Donald. The

latter served for 12 years with the Royal Marines and while in 41 Commando took part in the memorable retreat to Wonsan in company with the United States Marines. After Korea he was appointed R.M. Orderly to His Royal Highness. When Mr. Dean—Second Valet to His Royal Highness—retired to write his memoirs, Donald volunteered for the job.

His Royal Highness was greeted by the Flag Officer Air (Home), Vice-Admiral C. John, C.B., The Commanding Officer, No. 705 Squadron and the Royal Helicopter Pilot, Lieut.-Cdr. R. Turpin, R.N., were then presented.

Lieut. F. W. Ashmore, R.N. (Air Engineer Officer, 705 Squadron) and the Royal Helicopter maintenance crew were also presented to His Royal Highness, who spoke for a few minutes to each man about their work on the machine.

The ratings presented were C.A.A. R. Goodall, A.A.4 B. G. Downe, N.A.(A) W. Corbin, N.A.(E) R. Mayor, E.M.(A) Elgar and R.E. L. Stacey.

His Royal Highness subsequently attended a small cocktail party in the Wardroom at Lee-on-Solent and the Commanding Officers of H.M.S. Ariel, R.N. Air Stations Ford, Gosport and R.N.A.Y., Fleetlands and their wives. This was followed by a small dinner party in the Admiral's House given by the Flag Officer Air (Home). Among those present at the dinner party were the Fifth Sea Lord (Rear-Admiral A. N. C. Bingley, O.B.E.), The Command Supply Officer (Rear-Admiral R. A. Braine), and the Commodore, R.N.B., Lee-on-Solent (Commodore J. E. M. Glenney, D.S.O., D.S.C.).

## AT YEOVILTON

THE ROYAL Heron arrived at about 1030 and His Royal Highness was met by the Flag Officer Flying Training, Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C. and by the Commanding Officer, Capt. H. J. F. Lane, O.B.E., R.N. After the Staff and Heads of Departments had been presented, the Duke inspected the Static Flight, 890, 766, 809, 892 and 893 Sea Venom Squadrons, subsequently visiting the Ground Training Hangars and Main Stores.

Later, 30 Sea Venoms from the five squadrons took off in pairs and flew past at 1,500 feet in arrowhead formation. On completion of the fly past at about noon, His Royal Highness took off again in the Royal Heron for Culdrose.

## CULDROSE

THE HIGHLIGHT of the Month of May, was, in common with many other stations of the Home Air Command, the visit of H.R.H. The Duke of Edinburgh. The Duke visited Culdrose on the 17th, arriving at 1 p.m. from our nearest neighbours at Yeovilton. After being received by the Commanding Officer, Capt. D. Vincent-Jones, the Duke was presented to the Captain of Royal Naval Air Station, Eglinton, Capt. T. G. C. Jameson, also the Commanding Officer, Royal Naval Air Station, Brawdy, Capt. D. C. E. F. Gibson. The C.O. of the Airborne Torpedo Development Unit, which is also based at Culdrose, Group-Capt. H. E. Dicken was also among the first to be presented.

The Duke commenced his three hour tour by unveiling the Dudley Pound Memorial Plaque in the recently opened gunroom. The plaque carries the names of observers who receive the prize for the best observer pupil, which is drawn from the Admiral Sir Dudley Pound Fund. Incorporated into the plaque is the original medallion presented to the Admiral by Sir Winston Churchill for his work in connection with the War Cabinet.

## Tour of Airfield

After meeting the gunroom officers the Duke visited the wardroom where a representative selection of officers were presented to him. Included in the number was Lieut. Sir Patrick Walker who was at Gordonstoun with the Duke, and Lieut.-Cdr. M. M. Gibson, who was at Dartmouth at the same time as the Duke. Both these officers are members of 849 Squadron which is based at Culdrose.

Lunch at the Captain's House was followed by a tour of the airfield during which the Duke spoke to the Commanding Officers of the many squadrons based at Culdrose. Of the front line squadrons visited two were 825, recently returned from the Far East, and 824 whose commissioning ceremony was held on the Tuesday before the Duke's visit. In 824 Squadron the Duke spoke to Lieut. L. D. Bowen, U.S.N., who is serving in England on the exchange scheme.

The main event of the visit was the presentation of "wings" to number One Long "O" Course, the first post-war Fleet Entry Observer Course, and number 25 Observer Course consisting, with one exception, of National Service Officers.

## The Duke's Speech

In addressing the Ship's Company after the "Wings" Parade, the Duke said:

"I am not going to say anything about the importance of the observer to the Navy or the Fleet Air Arm because if you have not discovered that in this course I don't suppose you will ever discover it.

"If you don't know it already you will also very soon find out that the Fleet Air Arm is now probably the most important branch of the Navy. It is, I imagine the biggest branch and it is certainly the most expensive.

"It is well worth remembering that without the air the Navy would be quite incapable of performing its proper function. Its functions have not changed in any way. The only things that have changed are the weapons and the equipment, and the air is just one method of discharging the function of the Navy as a whole.

"In fact, the hitting power of the air and modern aircraft has given the Navy much greater potential and a much wider field of operation than it has ever had before.

"In case anyone thinks I am making too much propaganda for the Navy let me add that this potential of the Navy, using the air is complementary to the Air Force and not in any way competitive.

"I believe that all of you who have qualified today and all of the others who are going on with this observer course are going to have a great future in the Navy. In the near future I think you will see more of these wings on the sleeves of senior officers of the Navy."

After the parade the Duke left Culdrose, by air, for Stretton where he spent the night.

After inspecting a Guard of Honour the following morning (Officer of the Guard—Lieut.-Cdr. F. W. Wilcox, R.N.), His Royal Highness left the Air Station for Yeovilton at the controls of his Heron aircraft.

## STRETTON

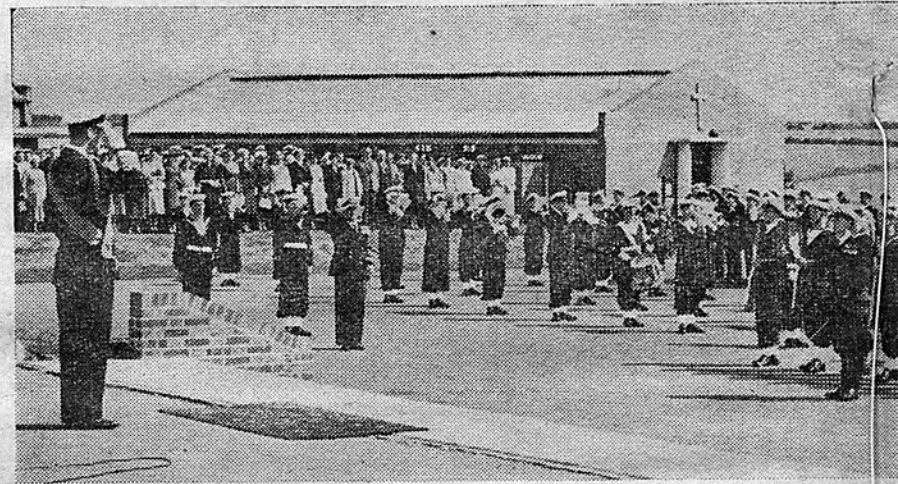
IT HAD just gone 1735 when the Royal Aircraft, a Heron, piloted by His Royal Highness, quietly entered the circuit, whilst at the same time, the Station Band, conducted by Band Sergeant Lane, R.M., from the Isle of Wight, played Milestones of Melody to the excited crowds of spectators, which had gathered for his arrival.

The Northern Air Division, which had ranged their 1831 Squadron Attackers and 1841 Squadron Avengers on the apron in front of the Control Tower, were all in position alongside their aircraft, their pilots dressed in flying kit, whilst the Captain (Capt. E. M. Harvey, R.N.), visiting C.O.s from Bramcote, Belfast and Anthon, and Heads of Department, were smartly arranged alongside the taxi track ready to receive His Royal Highness.

As the Royal aircraft taxied to the Control Tower, the alert was sounded, and after parking the aircraft, out stepped His Royal Highness, resplendent in Naval uniform.

Capt. Harvey then introduced the visiting Commanding Officers and Heads of Department and afterwards they moved on to inspect the Northern Air Division.

On completion of this, 1831 and 1841 started up, prior to taxiing out for take-off. The Duke then walked over to the glider winch, where he witnessed the launch and glide of a Kirby Cadet, piloted by A.A.3 Sliney, who put the glider down practically at the Duke's feet.



His Royal Highness receiving the C.P.O. Reid at R.N.A.S., Stretton



Shaking hands with C.P.O. Reid at R.N.A.S., Stretton

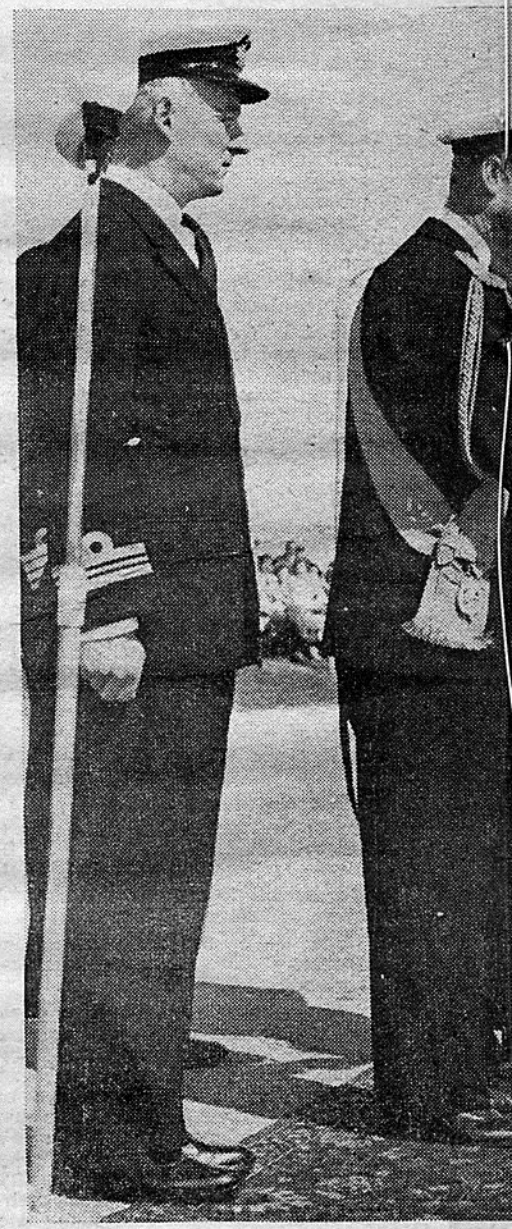
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men  
who have  
yet  
to open a  
banking  
account

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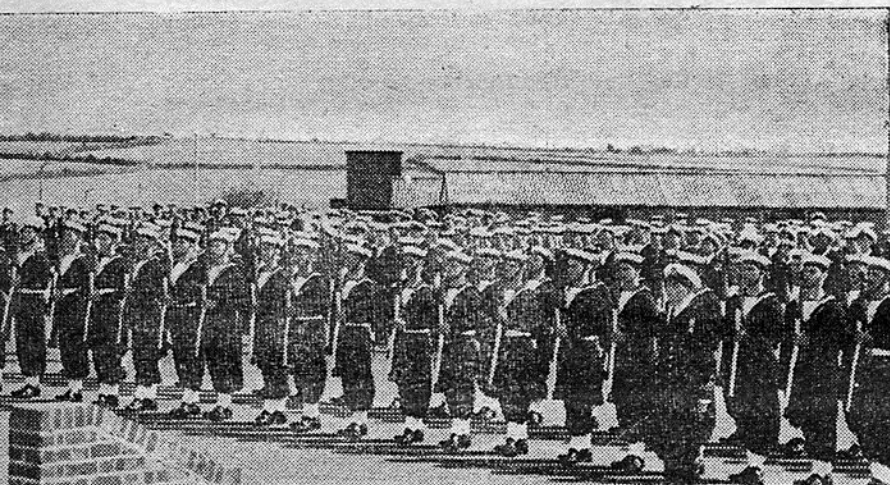
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Sub Lieut (A.) N. M. F. Crockford, R.N.V.R.



# visits Home Air Command



General Salute at R.N.A.S. Culdrose

Hall, Main Galley, P.Os, Mess, Gymnasium and Ratings' Messes, after which he was shown "Showcase," the name given to the tour of Air Maintenance Yard, which shows the task of the Station, from the time that the aircraft are received to the time that they are despatched.

At 1130, after saying goodbye to the Captain, visiting Captains and Heads of Departments, His Royal Highness boarded his Heron and departed from the R.N. Air Station, Stretton, for Arbroath.

## ARBROATH

FOR THIS first official visit to Arbroath the weather was rather unkind. The day was dull and windy, and due to head winds the Duke's aircraft arrived some fifteen minutes behind schedule from R.N.A.S., Stretton.

He was met by Rear-Admiral R. L. Fisher, Flag Officer Ground Training, who introduced Rear-Admiral J. D. N. Ham, Flag Officer Reserve Aircraft, and Capt. W. L. G. Porter, Commanding Officer of H.M.S. Condor.

The party then drove to Woodville,

the residence of Rear-Admiral Ham, where they had lunch. At table there were: The Duke of Edinburgh; Squadron-Leader Chinnery, Esquerry to the Duke; Rear-Admiral and Mrs. J. D. N. Ham; Rear-Admiral and Mrs. Fisher; Capt. and Mrs. Waterhouse; Capt. Webley; Capt. and Mrs. Pratt; Capt. and Mrs. Langdon; Chief Officer Lucas and Capt. and Mrs. Porter.

After lunch the Duke met Heads of Departments of H.M.S. Condor, and in a 45-minute tour saw something of the training work carried out. He visited the factory where Lieut.-Cdr. Cramond showed him how the welding, turning and sheet metal work is carried on. Later he visited the S.A.M.C.O. (Short Aircraft Maintenance Course) hangar where Mr. P. M. Herring, C.A.E., is in charge of instruction. The Duke was particularly interested in the Gannet anti-submarine aircraft and the helicopter.

On his tour the Duke stopped to chat with the men, and when he walked to his aircraft the wives and children of officers and men, and many of the ship's company were there to see him wave a friendly greeting. His Heron aircraft took off for Lossiemouth at 3 p.m.

## LOSSIEMOUTH

AT 1540 on Friday, May 18, a silver Heron, XH375, of The Queen's Flight, landed at Lossiemouth. The aircraft was piloted by H.R.H. The Duke of Edinburgh, who was wearing the uniform of an Admiral of the Fleet, the gold lace on his left sleeve surmounted by the pilot's badge of the Fleet Air Arm.

He was met by a distinguished group of senior officers who included F.O.A.H., F.O.F.T., Capt. P. D. Gick, O.B.E., D.S.C. and bar, R.N., Cdr. N. R. H. Rodney, R.N., and Cdr. J. Cunningham, D.S.C., R.N. Cdr. Cunningham, who is Commander Air, was until recently First Lieutenant of the Royal Yacht.

### Duke's Programme

The first visit on the programme was to K16 hangar where the Duke was received by the Commanding Officers, Senior Pilots, and Technical Officers of 802, 804, and 810 Squadrons. 810 Squadron returned to Lossiemouth on May 14 after a cruise to the Far East in H.M.S. Albion. The Duke spent some time in the range assessing section of these squadrons, where he met his first Lossiemouth Wrens and spoke to Leading Wren Frank on the work carried out in the section.

In the Aircraft Holding Section, where all aircraft arriving, leaving and in storage at Lossiemouth are inspected, the Duke was met by Cdr. J. Wood, R.N., who is Commander (E.). His Royal Highness presented the Shield to the winners of the Deck Hockey Competition, the A.H.S. team captained by A.A.3 Ford of Bromley, London.

As the Duke's party left this hangar the crash alarm sounded for a practice crash on the airfield. An old Sea Fury aircraft was alight some fifty yards from the hangar but by the time the Royal Visitor had walked over to it, the duty fire crew had arrived and were dealing very efficiently with the blaze under the direction of Mr. Sheppard, R.N., of Preston. The Lossiemouth Fire Crew recently won the Northern Air Stations Competition for fire crews. A press car which ventured too close

to the burning aircraft also received a full burst of foam, though this was inadvertent.

At 738 Squadron, which is the final part of the Fighter School Course, the Duke was met by Lieut.-Cdr. D. Morison, R.N., Lieut.-Cdr. P. Keighly-Peach, D.S.O., R.N., and Lieut.-Cdr. J. S. Leahy, D.S.C., R.N., who has recently taken over Command of the Squadron from Lieut.-Cdr. Morison. Flight-Lieut. R. Wirtnam, an R.A.F. Officer on an exchange posting as a flying instructor, demonstrated a debriefing of students who had been engaged that morning in camera gun exercises. In 738 Hangar the Duke saw a mock Sea Hawk cockpit which has been constructed by Lieut. K. Calcutt, R.N., the Squadron A.L.O. The purpose of the cockpit is to provide students with a ground trainer which can incorporate synthetically all the emergency procedures of the Sea Hawk.

### Model of Sea Fury

On his way to a demonstration by Mr. Gallaher, R.N., in the Instrument Repair Shop, the Duke's eye was caught by an unofficial part of the programme. In a corner of the hangar C.P.O. Bradley of Nottingham and Chief E.A. Hector of Portsmouth were building one of the exhibits for the children's section of the Air Day Ground Exhibition. This ingenious toy, which amused the Duke and would no doubt have given great pleasure to the Duke of Cornwall had he been present, is a model of a Sea Fury which takes off a carrier, drops a bomb on a merchant ship, and returns to an arrested landing on the carrier, all under the control of one operator.

From 738 the Royal Party made their way over to Station Flight where the Duke was received by the Senior Engineer, Lieut.-Cdr. R. Foster, R.N., Mr. J. James and Lieut. B. Giffin, R.N. In this hangar mechanics were servicing the many varied types of jet and piston engine aircraft which are operated by Station Flight. He also saw the land yachts which are an interesting feature of Lossiemouth spare-time activities.

Adjoining Station Flight is the Picnic Lunch Room in which the Duke had tea with instructors and student pilots who were debriefing after an exercise. Among those pilots to whom he talked were Lieut. Toomey of Redcar, Lieut. Neilson of Ayrshire, Midshipman Sullivan of London, Sub-Lieut. Waddington, Midshipman Dobson of London, and Sub-Lieut. Clark.

Tea over, the next visit was to 736 Squadron, where American trained students are converted to British aircraft. Here the Duke was greeted by the Commanding Officer—Lieut.-Cdr. W. MacDonald, the Senior Pilot, Lieut.-Cdr. D. Baker, and Lieut.-Cdr. D. Hiscock, the squadron A.E.O. A deck hockey match was in progress in the hangar between the two training squadrons, which His Royal Highness watched for a few moments before moving on to be escorted round Number 4 Hangar by Lieut. D. Ross, R.N. This hangar contains the Aircraft Repair and Engine Repair Sections. In the hangar were many types of aircraft, including Sea Hawks, Vampires, a Sea Prince and a Gannet. A damaged Sea Hawk drew the Duke's attention and also the removal of a Nene engine hot end. This latter operation prolongs the engine's life by as much as 100 per cent.

### Wrens' Dining Room

The Duke now visited the Wrens' dining room where the girls were having tea. He was met by First Officer D. Tolhurst and spoke to P.O. Wren J. Williams and Chief Wren P. N. Peters. Passing through the Ratings' Dining Room he spoke with Chief Cook J. S. Price of Sevenoaks and stopped at the Fire Crew Mess to speak to Naval Airman Hayes of Keith and Naval Airman Kitchen of Portsmouth.

In the Ground School, where classes were in progress, the Duke was received by Lieut.-Cdr. Nottley, the Chief Ground Instructor, and spoke to C.P.O. Wyatt of Portsmouth who was instructing an engineering class. In the same building is the Headquarters of the Carrier Borne Ground Liaison Group, an army unit which provides practical liaison in carriers. The work of this group was explained to the Duke by S./Sgt. Graham, of Carlisle.

### Gliding Club

The Duke appeared to be very interested in the activities of the Riding Club, which he watched at exercise before moving on to watch the Gliding Club in action. As the cars passed down 29 runway the land yachts were running down its length. The Duke stopped to talk to the crew of one, Lieut. J. Ford, R.N., and Naval Airman W. Cudby. As this yacht got under way again it bumped the front tyre of the Duke's car slightly.

Gliding was already in progress by the time the Duke arrived, and a Grunau glider landed almost immediately. The activities of the Gliding Club were explained by C.P.O. Holding, the most experienced gliding instructor. His Royal Highness spoke to Wren Sybil Maxwell of Dunfermline who was about to make a flight in the two-seater with C.P.O. Holding. He asked Wren Maxwell how many flights she had made, and when told "50 launches of about 5 minutes each" laughed and said, "That's difficult to work out." The Duke was

also interested in the arrester wires rigged on 11 runway.

A slightly Continental note was struck by the Mountaineering Club led by Lieut.-Cdr. D. Harding, R.N., who were all rigged in the odd garbs which appear to be a feature of this sport. The Club is spending Whitsun weekend on the island of Skye and the Duke asked Wren Rosemary Anne Freebairn-Smith some questions. Wren Freebairn-Smith and Wren Maxwell had been working in the range assessing section of the Front line Squadrons when the Duke passed through earlier in the afternoon.

The final stage of the visit was the inspection of the Guard and Band, the First Officer of the Guard being Lieut. L. Madan, a pilot in one of the Front line Squadrons.

His Royal Highness piloted his own aircraft on the way to Dyce Airport. Once airborne he turned and flew over the Air Station, but did not as reported in some papers adjust his goggles before take off.

At all stations, the keynote of the Royal visit was good humour, and keen interest in a varied and very hurried programme. All concerned wish that it could have been longer, but feel proud and honoured that His Royal Highness has been able to associate himself on this occasion with the work of the Home Air Command.



His Royal Highness, accompanied by Commander (Air), meets Wrens at Yeovilton

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## Calendar

- Maidstone**  
Sept. 17.—Harvest Festival.
- Hastings and St. Leonards**  
June 24.—Dedication of Branch Standard.
- Purley**  
July 22.—Dedication of new Branch Standard, St. James's Church, Riddlesdown, 3 p.m.
- West Bromwich**  
June 8.—Party attending Royal Tournament, leave Snowhill Station, 8 p.m. Return from Paddington, June 10, by 4.10 p.m. train.  
June 13.—Mixed Social Evening at Headquarters.  
June 20.—Meeting, 8 p.m. at Headquarters.  
June 27.—Meeting of Standard Committee.  
July 4.—Meeting, 8 p.m. at Headquarters.
- Rosyth and West Fife**  
Sept. 10.—Recommencement of Monthly Meetings.  
Oct. 19.—Annual Dinner.
- Havant**  
June 5.—Branch Meeting, Black Dog, West Street, Havant.  
June 24.—Coach trip to Hastings and St. Leonards for Branch Standard Dedication.  
July 3.—Havant Branch Meeting.  
July 8.—Havant Branch Quarterly Church Parade at St. Faith's Church, Havant.
- Faversham**  
June 16.—Trip to Royal Tournament.
- Horley**  
June 16.—Coach trip to Royal Tournament.  
Oct. 20.—Trafalgar Dance.

### VENUES

- Londonderry**  
The Services Club, Crawford Square, Londonderry 8 p.m., 2nd Friday in the month.
- Edgware**  
The White Lion, Edgware, 8 p.m. 1st and 3rd Mondays.
- Regents Park and Hampstead**  
"Mother Red Cap"—2nd and 4th Fridays.
- Heywood**  
Freemasons' Arms Hotel.

### IN MEMORIAM

Shipmate Commander L. J. S. Eoe, D.S.O., D.S.C., at Alton on May 8, 1956.

### From the Accountant

THE EDITOR has given me this little space so that I can write to you all. In order to save you work, all orders for NAVY NEWS now in our possession are regarded as standing orders and only when your branch increases or reduces the number of copies required is it necessary for you to write concerning orders.

With each bundle of papers dispatched to a branch an invoice is enclosed which shows the state of account. It would be appreciated that, when remitting money, the latest invoice could be forwarded at the same time, and this invoice will then be receipted and returned to the sender.

If you desire to pay for the copies in advance or if you wish to pay on receipt or at the end of a quarter there is not the slightest objection. It is entirely at your convenience.

Branch Scribes and Secretaries are reminded that copy should reach this office by the 21st of each month for inclusion in the following month's issue. We are always delighted to



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receive reports but it would be fully realised that it is impossible in a paper of our size to include all articles received but that every endeavour is made to give complete country-wide coverage. Articles, unless of particular and more than local interest, should not exceed 250-300 words. Photographs are welcome but in this connection it would save us a lot of time and work if permission to use the photograph is obtained by the Branch. The fact that permission has been obtained should be stated. Acknowledgment will always be given.

I would like to take this opportunity of thanking all secretaries and treasurers for their letters, and can assure them that although it is impossible to answer them individually except, of course, when a specific reply is called for, they are much appreciated, revealing as they do the very great interest in the Association, its works and its aims.

If NAVY NEWS can be of help, in any way, to the Association, please do not hesitate to write to the Editor.

### No. 1 AREA

THE ANNUAL Meeting of the R.N.A. is taking place this year at the Assembly Hall, The Royal Empire Society, Northumberland Avenue, London, W.C.2, on Saturday, July 21, 1956. It is the privilege of shipmates of No. 1 Area, working in liaison with the National Council to act as hosts.

Various suggestions were discussed at committee meetings, it was finally decided to arrange a tour of London. Two coaches and a river steamer have

been booked, and shipmates of our committee will act as guides.

The general routine so far decided is that directly after tea, your President, Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., D.L., will be asked during a short ceremony to lay a wreath at "Nelson's Column."

Delegates going on the coach tours will join the coaches parked outside the Assembly Hall, whilst Delegates preferring the steamer trip will go to Charing Cross jetty. On the completion of the tours, the coaches will return to the new H.Q. Club, and the steamer will tie up at Westminster Pier, which is only three stations by underground to Sloane Square. This will be an opportunity for Delegates to tour the club and take back a verbal report to their Branches.

Visiting shipmates seeking accommodation are advised to write to Hon. Sec., No. 1 Area, Rowley T. Mallock, F.C.C.S., F.Comm.A., 119 Brent Street, Hendon, London, N.W.4. Tel. HENDon 9177.

### No. 2 AREA

THERE HAS been a fair amount of activity within Area 2 this last month or so.

It was a treat to see many of the old faces at Canterbury the other Sunday, and I am hoping the whole affair was a huge success for the Canterbury branch. As far as could be seen, there were certainly a fair quota of standards present and well supported.

After enquiry, it has been established that the Royal Marine Band will play "Our" march—"Under the White Ensign"—at our parades, if requested to do so.

Ashford certainly had the march going full blast when I was last in their company, and the Marine Bugler too!

A very nice and impressive little dedication within the Branch. Ramsgate shipmates also gave me very much pleasure in attending their Annual Dinner, and the efforts of that branch warrant a far greater support from the sea-going community that there must be in the seaside town of Ramsgate.

Maidstone Branch once more provided great fun, and lots of friendliness to the Old Boys of Pembroke House at the Annual Function that has been so well supported.

Other Branches of Area 2 may well think of this fine old company of very capable ex-sailors, and I am sure they would be more than glad to be in the company of other messes from time to time.

You will see them all right at the reunion.

So keep up your efforts, number 2 Area.

Lots of good wishes.

### RAMSGATE

I HOPE the Hon. Secretary of the Branch won't be offended at me passing comment at the success of the recent Annual Dinner of the Ramsgate Branch, but knowing him, like all Hon. Secretaries to be busy I can say that all who helped to organise the Dinner of May 5 are to be congratulated on such an enjoyable evening.

The dinner was very well supported. Shipmate Carty, in his toast to the Guests, remarked on this support, and truly wished that more support would be forthcoming in the manner of shipmates joining the Branch, and raising the numbers of a Branch that was at one time quite powerful.

Councillor A. W. Martin in proposing the toast of the Association and the Branch, spoke very highly of the Branch's many endeavours and in particular, the assistance given to the Sea Cadets.

Shipmate H. E. Goodbourn, Branch Vice-President rose to respond and neatly passed the job over to the Area Hon. Secretary.

Mrs. Barnett spoke on behalf of the ladies.

A most enjoyable session of dancing, in which all took part went on till midnight, with every indication that the next effort of the Ramsgate Branch will be well attended.

T. F. Asprey.

### MAIDSTONE

MAIDSTONE BRANCH have been moving smartly along of late and have one or two very good meetings. Thanks to the assistance of Shipmate Jumper Collins of the Gillingham Branch, a very enjoyable picture show was staged and at the recent meeting shipmates had the pleasure of a couple of lectures by friends of the mess attached to the Police Force.

On Saturday May 12, the Branch entertained the Residents of Pembroke House once again, and it is a joy to see the old but very capable old boys enjoy themselves in our company. Thanks go to the entertainers for giving their services so gladly, and great credit is due to them.

Standard and escort were in attendance at Canterbury, after having a hectic few hours trying to get the necessary transport. But we got there . . . and were sorry to leave at such short notice.

Looking forward to much more endeavour in the coming months and particularly expect the Annual Church Service at the Bearsted Parish Church to be in keeping with our usual standard. Sorry we cannot make the Dover Service as well, on that date.

With the fine weather, I daresay the gardeners will be busy, so they can have something special for the Harvest Festival on September 17.

Then the Annual Rally . . . all of a full bus load, already booked, and Hon. Secretary hopes sincerely to have seats for all who attach so much to this very grand affair.

Deepest sympathy is extended from all members of the Maidstone Branch to Shipmate Jim Pay in his recent bereavement.

T. F. Asprey.

### ISLE OF WIGHT

THE APRIL meeting of the Isle of Wight Branch was attended by 50 shipmates. The Treasurer, Shipmate Butler, gave a satisfactory report on the financial state. This, he said, was in no small measure due to the efforts of the ladies who have been so successful in helping at the social evenings.

Two presentations have been made. One, an aneroid barometer, was presented to the retiring Hon. Secretary, Shipmate Taylor, in recognition of his services during the five years he held office. The other, a clock, was given to Shipmate Abrahams and his bride on the occasion of their marriage.

The new club premises are at the top of High Street, Ryde close to the London Hotel. All members of the R.N.A. are welcome to attend the meetings and social functions.

### BURNLEY

THE DEDICATION of the new Standard took place on Sunday, April 29, 1956. The Parade assembled at the R.A. Barracks and paraded to St. Paul's Church, headed by the Royal Naval Band and Service Detachments from the R.N.A.S. Stretton. Representatives from the R.N. Associations from Manchester, Bury, Heywood, Preston, Blackpool, Ashton-under-Lyne and Rochdale also attended. After the service the salute was taken on the Town Hall steps by the Deputy Mayor of Burnley. With the Sea Cadets the parade numbered about 250.

Our thanks to all concerned who helped to make the occasion the success it was. May the new Standard serve us as well as the old one served our older shipmates and may we be as proud of this one as they were of theirs.

### PORTSMOUTH

THE LONG-AWAITED Shipmates' own full review, the first for this year, took place on May 26, 30 and June 3. These periodic shows prove most popular, as can be seen by the fact that we get a full house for every performance and after each show we get the cry "Our H.Q.s. are not big enough."

We look forward to June 24 and the dedication of the Hastings and St. Leonards Branch Standard. As there is no No. 3 Area Rally again this year, we hope this may prove something in the nature of a good substitute and are looking forward to renewing old ships with all the neighbouring branches.

Our last few General Meetings have promoted considerable discussion re the new Headquarters Club in London. However, after much wise talk, it was considered that if the discussion went on all night it could make no difference as the rules, etc. were already cut and dried.

The pictures are stills taken from a film made recently on board H.M.S. Victory and show two Shipmates, Sandy Cooper and Joe Mewett, who



S./M. J. Mewett

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## DARLINGTON

SINCE THE commission of the new Headquarters a month ago, thirty new members have enrolled, and about ninety to 100 members and friends are present each evening. In the near future it is hoped to arrange an exchange of social visits with the Shipmates at Branches in and around the district.

A re-election of officers and committee has resulted in the following officers being elected: President, S/M J. B. Goldsworthy; Vice-President, S/M S. N. Walton; Chairman, S/M J. Wilson; Vice-Chairman, S/M F. Catton; Secretary, S/M W. E. Crawford; and Treasurer, S/M J. Carr.

The ladies have decided to form a Ladies' Section, under the Presidency of Mrs. J. B. Goldsworthy, wife of the Branch President, and the able chairmanship of ex-Wren Mrs. V. Pemberton and Mrs. F. Hayward, Treasurer.

They are meeting on Wednesday evenings, and in view of the zest that they are putting into the job, it appears that the male element in the Branch will have to look to its laurels. Quite a list of activities have already been drawn up, including pottery decorating, cake icing demonstrations, whist drives, lectures and visits to various places of interest.

In view of all the progress and enthusiasm that is being shown in Darlington, we can only assume that the motto "If it can be done, it will be done, if it can't be done, it will take longer," is impressed upon the mind of every member of the Branch.

We should be delighted to hear from other Branches, even just a line or two, addressed to R.N.A. Headquarters, 97 Pensbury Street, Darlington, Co. Durham, would help us to get to know one another.

## LONDONDERRY

AT AN inaugural meeting, held in the Services' Club, Crawford Square, Londonderry, under the chairmanship of Lieut. J. G. Simmons, R.N. (Retd.), it was decided to form a branch of the Royal Naval Association in Londonderry.

The meeting was addressed by Capt. P. E. Powlett, D.S.O. and Bar, D.S.C., Senior Naval Officer, Northern Ireland, and the Mayor of Londonderry (Senator S. S. Dowds, J.P.).

In his opening remarks the Chairman gave the reason for the formation of a Branch in the city and said all who had had experience of the Royal Navy knew what friendship was and many had probably wondered whether on leaving the Service they would lose contact with their old shipmates.

Lieut. Simmons went on to outline the constitution and object of the Association, and extended a welcome to the two guest speakers.

The Mayor said he was honoured to be asked to attend the first meeting of the Branch. He wished the Branch the best of luck and prosperity.

Capt. Powlett said he did not want to dwell on the subject of war, but he would like to state that in his experience, the morale of the Navy of today, although much younger on the average than of yore, was as high as it ever was, and he entertained no fears as to its efficiency in the event of a crisis.

The Irish Area Representative to the National Council, Lieut. Anderson, then formally inaugurated the Branch and Lieut. Simmons, seconded by Mr. A. Foster, proposed the acceptance of the Association's constitution.

## ROSYTH & WEST FIFE

OUR MONTHLY meeting was held at the Queens Hotel, Inverkeithing, on Monday, May 14. Owing to the illness of the Chairman, Shipmate A. G. Hawser, the meeting was presided over by the Vice-Chairman, Shipmate Lewrie.

No further meetings are being held until Monday, September 10, but the Branch will take part in the Navy Day Celebrations in July. It has also been decided to hold the Annual Dinner on Friday, October 19.

## ALTON

A COMPANY of about fifty members sat down for supper at Holybourne recently. There as guests of the Branch were representatives of the Farnham Sea Cadets, the Alton British Legion, Burma Star Association, Hampshire Regiment Comrades' Association, R.A.F. Association and the Home Guard.

The Chairman, Mr. W. H. Ray, presided and pleaded for closer liaison between the town's Service organisations. He remarked that it was the darts team who had got together most frequently during the winter, and he hoped they would have inter-season matches, in order to keep the social spirit alive.

A Ladies' Night is being planned for June, and trips to the Annual Reunion at the Festival Hall in October and down to Hastings for a Branch dedication ceremony. Mr. Ray concluded by saying that to keep a Branch going it was essential to have active interest from as many as possible and that the committee would welcome assistance in running the forthcoming outings and events.

## CANTERBURY

THE ZEEBRUGGE Rally took place on Sunday, April 22 in brilliant sunshine, 20 Standards from Kent, Surrey and Sussex participated in this. The parade was headed by the band of H.M. Royal Marines of the C-in-C. the Nore, followed by the massed Standards, the local Sea Cadet Corps with Standard also took part. After a short march a halt was made at the War Memorial. A wreath was laid, the Exhortation being read by the Bishop of Dover and the Last Post and Reveille being sounded. After a short service in the Cathedral the parade reformed and marched through the City, the Salute being taken by the C-in-C. the Nore, Admiral Sir Frederick Parham, K.C.B., C.B.E., D.S.O. On arrival at the Drill Hall the parade was inspected by the Admiral who chatted with survivors of this epic raid. Tea was taken in the Drill Hall at which Admiral Parham said he was pleased to have attended this function and also to have had the honour of striking seven bells on the bell of H.M.S. Canterbury in the Cathedral, a ship in which he served as a Lieutenant. The day ended with a Social Evening in the Drill Hall. The Canterbury Branch wish to thank all those Branches who supported them on this occasion, and sincerely hope that we shall be meeting again at Chatham next year. We in Canterbury are hoping to add quite a lot of new members to the Association by this effort.

Future activities of the Branch include Ashford (Kent) and Purley Dedications, Royal Tournament, Annual Outing to Windsor, and Reunion at Festival Hall. At home we hope to get boarding parties from Ramsgate and Deal and in our spare time we are able to run a series of Dances for our own funds and assist at Carnival Dances.

## WEST BROMWICH

THE BRANCH had a very busy time during the month of May, the meetings and social activities being very well attended. The outing to Bridgnorth in conjunction with the Oldbury Branch was greatly appreciated.

To all shipmates, on holiday in this district, we extend a hearty invitation to our meetings and Social Functions.

It is hoped that the Dedication of our Branch Standard will take place on Sunday afternoon, September 30. Confirmation and further details will be given later.

## CHESHAM

THE CHESHAM Branch held its first Annual Dinner on Saturday, April 21, and it proved a big success. Commander Jackson, our President,

took the chair and introduced the Chairman of the Council, Mr. Sells, Superintendent Peck of the Bucks Constabulary and several other V.I.P.s. During the course of the evening one of our shipmates, Vice-Chairman Evans presented to our Branch a ship's bell, and you may be assured that there was more than eight bells heard on that evening! The evening finished with a concert party of London artistes, and a good time was had by all.

## PURLEY

THIS BRANCH, now in its twenty-second year, must be one of the oldest Branches in the Royal Naval Association. The Chairman, S/M Arthur Diprose, has been continually in office since the Branch first commissioned. He is in his seventy-fourth year now, and presides over meetings attended by six founder-members. Whilst still considering records it is of interest to record that the combined ages of the two Standard escorts of the Cenotaph parade amounted to 153 years.

On Sunday, July 22, the old Standard is being laid up and a new one Dedicated, but particulars will be announced later.

## PORTLAND

THIS LOCAL Branch grows from strength to strength, with a membership of well over 100, and more coming along to join at each meeting.

The general meeting was held on Thursday, May 3, at the Clubroom of the Royal Victoria Lodge Hotel.

On the following Saturday, May 5, the long promised Social was held in the Clubroom, attended by wives and ladies. A very full programme of entertainment was enjoyed and every item, whether rehearsed or impromptu, received its full measure of applause.

During the interval, the President, Capt. G. L. MacLennan, O.B.E., R.N. (Retd.), remarked how delighted he and the Committee were to see such a happy gathering, and hoped it would continue to progress.

Shipmate F. Clarkson, was a very efficient M.C. for the evening, and competition prizewinners were Mrs. Harris, Mrs. Strong, Mrs. James and Mrs. West.

## GOSPORT

ON MAY 14 a Social was held to celebrate the first anniversary of the opening of the present Headquarters, and by next Autumn it is hoped that the Hall, now in the course of construction, will be completed. At present the outer walls are up to eaves level and when completed it should be the finest of any possessed by an organisation in the town. Provision is being made for a stage and dressing rooms, so that Social Functions in the future can be on a most ambitious plane.

The Branch is much indebted to the President, Admiral Sir William Agnew, K.C.V.O., C.B., D.S.O., and the members who spend their week-ends helping with the building.

## FEDERATION OF YORKSHIRE NAVAL ASSOCIATIONS

THE LAST Post and Reveille were sounded over the sea off Spurn Point on Whit-Sunday during the annual Naval Memorial Service organised by the Federation of Yorkshire Naval Associations in memory of those killed in two world wars.

The bugle calls were sounded by a member of the Leeds Sea Cadet Corps from the decks of the steamer Wingfield Castle specially chartered for the occasion. The service was conducted by the Rev. H. J. Clutterbuck, chaplain of H.M.S. Ceres, and the climax of an impressive occasion was reached when those taking part cast wreaths upon the waters of the North Sea as the Wingfield Castle turned for home.

## ALDERMASTON

THE ANNUAL Dinner was held at the Bull Inn on Saturday, April 28, and was attended by a large proportion of the shipmates and their ladies. The Guest of Honour was Mr. J. S. Clark, managing director of Sterling Cable Company.

It is with pleasure that the Branch was able to meet Admiral of the Fleet, Sir Philip Vian, G.C.B., K.B.E., D.S.O., and Admiral Brooking, C.B., D.S.O., who have agreed to become Vice-Presidents of this Branch.



Vice-Admiral Sir Albert L. Poland and Lady Poland are third and fourth from the left in this picture

## ASHFORD (KENT)

FIRST I must say "Thank you" to those shipmates who turned up in force to march behind our Standard at the Jutland Rally at Canterbury on Sunday, April 22. I'm sure we all felt proud and pleased to have our Branch led by our President, Vice-Admiral Sir Albert L. Poland.

Now I must come to the most important item, one which I think will always be remembered—on April 27 last in the mess at the Wellesley Hotel, the unveiling by Lady Poland of the large oil painting "Safe Anchorage," afterwards dedicated by our new Padre, Canon Sharp.

The Last Post and Reveille were sounded by the buglers of H.M. Royal Marines, Deal, by kind permission of Col. Lumsden, their commanding officer. Many thanks for the kindness of our Area Chairman (S/M Gower), who covered many miles that night to transport them to and from Deal,

afterwards getting back to Chatham. Thank you, Shipmate Gower, and we were all pleased to see Mrs. Gower, too.

Capt. D. McIntyre came alongside, complimenting us on the spruceness of the mess, for the messdeck dodger certainly made a good job of the bunting. The unveiling went off perfectly, without a hitch, thanks to Shipmate Harris, and we mustn't forget the ladies—they certainly provided excellent sandwiches. The evening finished up with entertainment by an old friend and his partner, Mr. Hatherill, who certainly could get a tune out of that saw, to say nothing of his pranks as the naughty schoolgirl.

A final vote of thanks to our Skipper. In conclusion, shipmates, don't forget our Summer outing to Hastings, for their Dedication on June 24, so give your names in for the coach, and let's have another full muster.



[Eastern Daily Press & Lowestoft Journal]

## LOWESTOFT

WHEN H.M.S. Mariner berthed in the Yacht Basin at Lowestoft for the Duke of Edinburgh's visit, her Commanding Officer, Lieut.-Cdr. A. R. P. Jenks, on behalf of the Admiral Commanding Reserves, presented a reserve decoration medal to S/M Chief Skipper John Edward Catchpole, of the Lowestoft branch R.N.A. S/M Catchpole joined the R.N.R. in

February, 1939, with the rank of Skipper. Promoted to Acting Chief Skipper January, 1944, and confirmed in the rank at the end of 1947.

Watching the ceremony were Cdr. W. J. Mullender, Mr. G. J. Thorpe, district inspector of Fisheries, Lowestoft, Mr. R. Kirkham, Registrar of the R.N.R., Mrs. Catchpole, and officers of the Lowestoft Branch R.N.A.

## HAVANT

THE MOST important item discussed at the Havant Branch Meeting on May 1 was the coming Coach Trip to Hastings and St. Leonards for the Dedication of The Royal Naval Association Branch Standard there on June 24. Details of The Royal Naval Association Headquarters Club in London and the Royal Sailors Home Club were made known at the same meeting.

During the month the Branch was approached by an Active Service man, who urgently required accommodation for his family. We are glad to say he was given information which led to him finding a suitable flat.

The Branch has been pleased to welcome several new members recently who have moved to new houses in and around Havant.

## S.O.C.A., LONDON

REGARDING The book which Mr. C. E. T. Warren, the author of "Above Us the Waves," is now writing, it is now known that many interesting documents have been received in answer to the appeal made in the national Press.

Two important dates to note:

All arrangements, except those for transport, have been completed for a party of fifty to tour the Guinness Park Royal Brewery on Saturday, July 21, 1956, at 2 p.m.

The London Annual Reunion Dinner has been booked for Saturday, November 10, 1956, and the Memorial Service will be held the following day.

## S.O.C.A., EAST ANGLIA

IT IS with very great regret that the East Anglian Branch of the Submarine Old Comrades Association reports the death early in May of Mr. C. Elliot, ex-Chief Engine Room Artificer.

Born in 1866, Mr. Elliot was at his death the oldest known submariner. He retired in 1910, having served in the very first submarines to be built in this country. His interest in the submarine service, and in the Association in particular, was an inspiration to all who were privileged to know him.



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[Barron Stirk, Faversham]

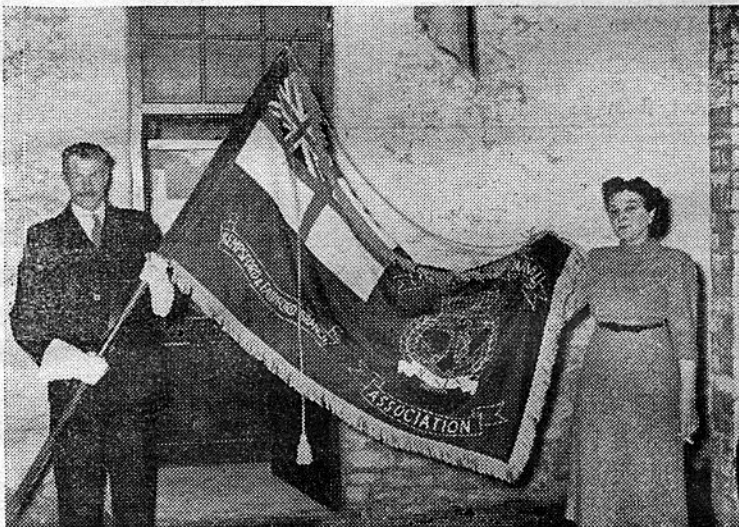
### FAVERSHAM

THE ANNUAL Branch Dinner held on April 14 was a grand success. The President and his wife were accompanied by Vice-President Palmer and about fifty shipmates and their ladies attended. We were also able to welcome shipmates from Canterbury and Maidstone Branches and also friends from the local R.A.F. Association.

The King George's Fund Flag Day on April 28 represented a great effort by the Branch. Many of our members

dressed as tramps and paraded the streets with old gramophones and a barrel organ to collect for this cause. The result was a cheque for £36 despatched to the fund. The organisers and all shipmates concerned are to be congratulated.

Plans for June include a trip for forty members and wives to the Royal Tournament on the 16th, and a big muster is expected to attend the Hastings Dedication and Rally on June 24.



[Peter J. Reason, Barnsley]

### KEMPSFORD

AT AN open evening of this newly formed Branch, the Branch Standard was formally presented by the donor, Mrs. D. Dee. S/M Cdr. Cadogan,

on behalf of the Branch, thanked Mrs. Dee and also S/M. Lt.-Cdr. Arkell for the gift of Standard Bearer's Accoutrement.



### CHEAM AND WORCESTER PARK

ON FRIDAY, May 12, the Branch President, Richard Sharples, M.C., presented the retiring Secretary, S/M. G. Meeson-Harris, with a gold pocket watch. The gift was made in appreciation of his twenty-one years' service in the Branch.

S/M Harris is a founder-member

of the Association which he started at Whitehall. From this small start (which he and a few comrades made) has risen the world-wide association for ex-Naval men.

The Branch wishes S/M Harris every happiness in his well-earned retirement, which has been enforced by ill-health.

## R.N.A. News in Brief

**THE HOUNSLOW Branch** (No. 179) which meets every Friday evening at the Railway Hotel, Whitton Road, was founded in 1948. The Chairman is Shipmate J. Brown, and the Secretary S/M. E. G. Daniels.

**CDR. R. SAY, O.B.E., R.N.V.R.**, President of the Edgware Branch (No. 45) wishes to thank all kind shipmates who made enquiries during his recent illness. He will be remembered by many of the older shipmates for his work on the Grand Fleet Fund and later as Secretary of the R.N.B.T.

**THE HORLEY Branch** visited Portsmouth for Navy Days. Who said anything about Busmen's Holidays? The local Sea Cadets benefited by £20 as a result of our Dance on April 14.

**THE SALISBURY and District White Ensign Association** meets at the British Legion H.Q. Salisbury, on the first Monday of each month. Mr. Roy Davis is the Hon. Secretary and Treasurer.

ON MAY 6 Rear-Admiral J. Figgins, C.B.E., took the salute at the Lewisham Annual Church Service and Parade. Also present were Commodore Sir Roy Gill, K.B.E., R.D., R.N.R., and the Mayor of Lewisham. The Parade was headed by the Bluejacket Band of the R.N. Barracks, Chatham. The Lewisham Sea Cadets provided an armed escort and the local St. John Ambulance Brigade sent a contingent.

**DORKING BRANCH** is organising coach runs on Sundays throughout the Summer. Preparations are in hand for the Trafalgar Ball.

**THE COMMISSIONING** of the Regents Park and Hampstead Branch dates from October 11, 1938. They meet on the second and fourth Fridays of the month at "The Mother Red Cap," Camden Town.

A **LEADING Heywood Hotel** became H.M.S. "Freemasons Arms" on the occasion of the Annual Dinner of the R.N.A. Heywood Branch. A guard of honour of Sea Scouts from Chadderton was drawn up to meet the Mayor and Mayoress of Heywood, and all the main guests were piped aboard. A feature of the evening was the impressive ceremony of Trooping the Colour. But the proudest moment was when the President, J. Brooks, read a letter of good wishes from the Queen and the Duke of Edinburgh.

**THE ALTON Branch** held their first Annual Ball in March and it was a gay but important occasion for this comparatively young Branch. The hall was gaily decorated and reminiscent of a ship dressed over all against a background silhouette of a Royal Navy destroyer. Among distinguished guests were Admiral Sir John and Lady Edleston, the Chairman of Alton Urban District Council (Councillor and Mrs. W. H. Shipley), Capt. A. W. S. Agar, V.C. (Branch President) and Mrs. Agar. Many others attended this well-run and successful Ball.

## Sloane Square, Sir

"Thank you. Do you know the whereabouts of the Naval Association Headquarters?"

"Yes. It's that building over the way, where the flag is flying."

I, who have been a member of the R.N.A. for twenty years, am about to enter the portals of the Club in London for the very first time. Shall I meet any "old ships"? No doubt some will be leaking badly after all these years. Perhaps the Bar will be crowded with retired Masters-at-Arms, ex-"Crushers" and Chief Stewards taking refreshment with their former Admirals and Commanders . . . How we loved them all!

At the top of the steps, I am asked for my membership card and am informed that the Secretary is engaged at present, but that I shall have the opportunity of meeting him later. With steaming lights on, I proceed, via the visitors' book and the curtained entrance, to the Lounge, where the Steward informs me that the "Hood" Room is available for writing letters or for quiet contemplation, and that the Ladies' Room may be used by members to entertain lady guests (or wives, if entitled), though the number of the former is limited to two at any one time. I think of possible guests: there is the Chief Stoker who bent his shovel while I loaded "skids" to feed a Scott's Marine Boiler in "Zealandia" in 1912, and there is the Commander who

flooded the "ocean" with boats and the upper deck with wire hawesers.

I reach the Bar, to find there everything that I may desire, and I sink into a comfortable easy-chair to muse to my heart's content on the bygone days. The lamps swing as the General Secretary approaches.

"What do you think of our new H.Q.? Are you pleased with the new venture?"

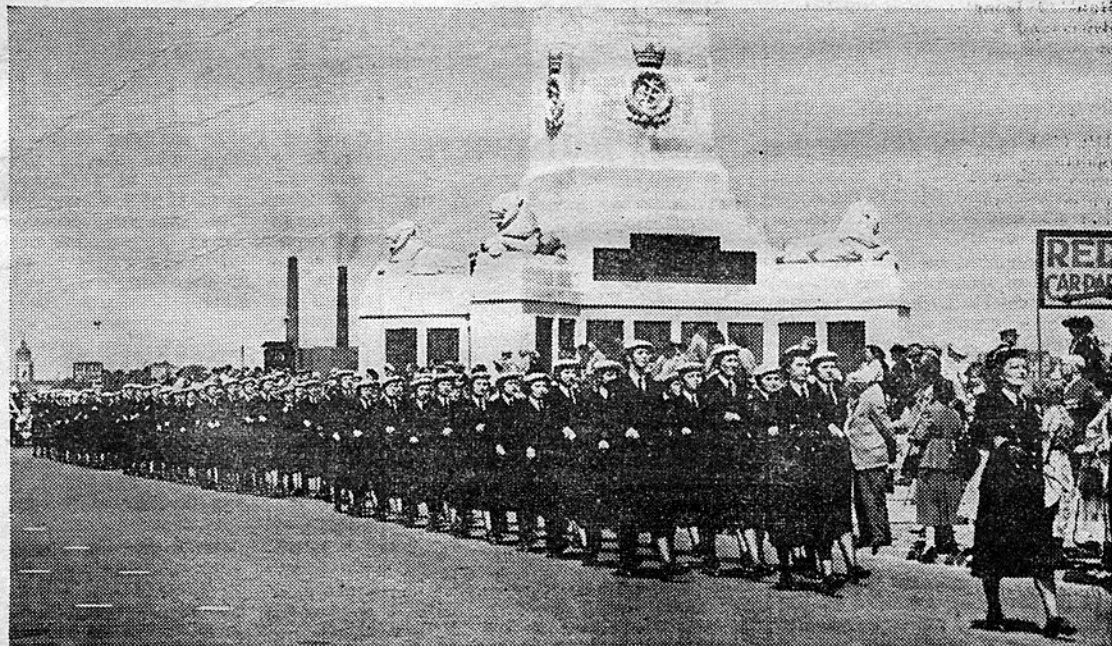
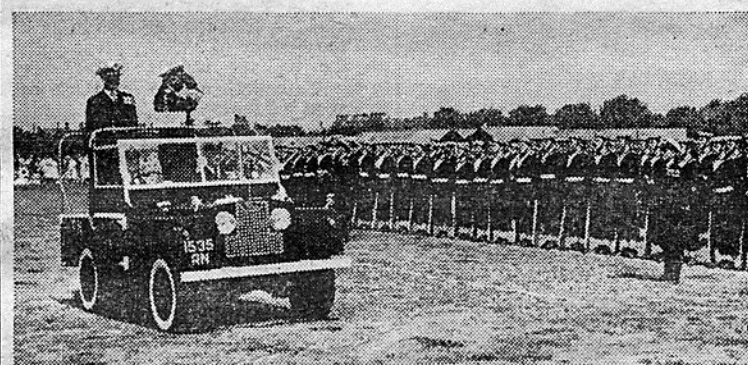
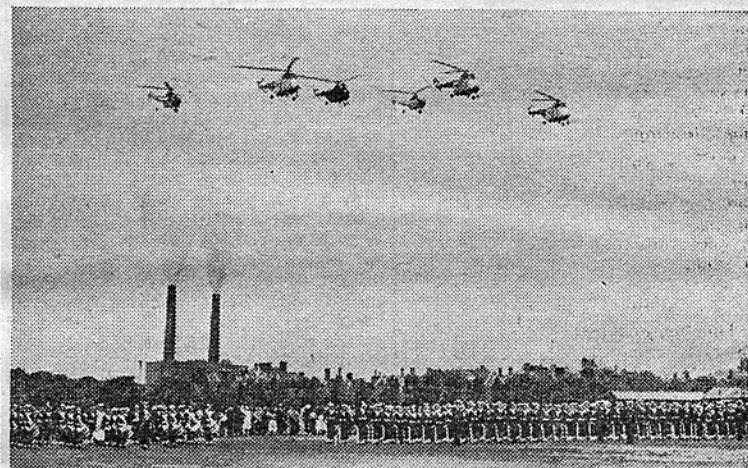
I do not anticipate such attention from so busy an Executive who has so many commitments, and am therefore all the more impressed. I am assured that this is MY club, and I feel very proud of those shipmates in the Association who have given a great voluntary service to past and present sailors and their families. Invalided in 1919, I have sorely missed the team spirit and the countless kindnesses bestowed on me daily in H.M. Ships and Shore Establishments. Now, at last, I may enjoy again the comradeship of Naval Association members in our own setting.

I have no doubt that the parrots and monkeys of to-day know all there is to know about radar and other modern gear. We old 'uns want to listen to the men of to-day, as they put us properly in the picture.

I wish to thank all those who have helped to make it possible for us to have so fine a Club in London.

C. H. W.

## Queen's Birthday Parade Southsea, 31st May



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## ROYAL NAVAL BARRACKS

THE SHORT notice requirement of a Guard for the visit of Marshal Bulganin and Krushchev came at a time when the main Guard were on leave, having completed Navy Days. But by dint of hard work, while they were also watchkeeping, the remaining hands quickly took shape as a guard, their drill and bearing on the day being most creditable.

The Royal Marine Band of Flag Officer Air (Home) provided the music and in bright sunshine the Guard and Band marched through Queens Street to South Railway Jetty in the Dockyard on April 18.

The final touches to the preparations were made, cameras ready, red carpet down, V.I.P.s. in position and to the accompaniment of a Gun Salute and honours from both their own ship and the Guard the Russian leaders stepped ashore.

Marshal Bulganin inspected the Guard, walking quite quickly along both ranks, not asking questions, thus rendering a good deal of priming unnecessary.

The Russian party then drove off to Portsmouth Harbour Station.

Marching away from the Jetty it was noticed that many Russian cameras were at work on the Guard—nothing has been heard from them since, but who knows, perhaps some members of the Guard may well be "pin-up boys" throughout the U.S.S.R.

### Mobilisation Exercise

A Mobilisation exercise was carried out in R.N.B. on May 8; 300 men from R.N.B. and other establishments representing Reservists took part in the exercise, which was witnessed by Officers from Admiralty Departments and staffs of the Commander-in-Chief and other manning Depots.

The exercise, which went smoothly, was enlivened by several amusing incidents, including one young ordinary seaman of 19, who, when told to double across the parade ground, protested that he was a pensioner of 55 and doubling was bad for his heart.

It is a gratifying reflection on the General Mess (or could it be the new Pay Code) that many of the men taking part in the exercise were unable to take advantage of an extra dinner at 1000.

### Schools Music Festival

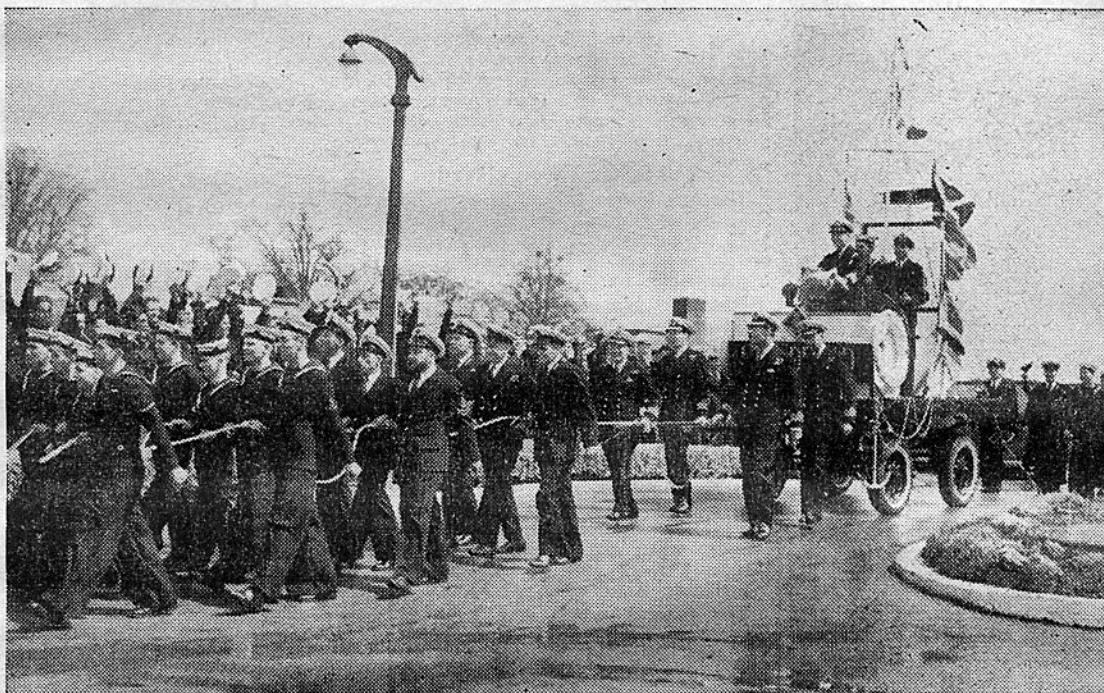
The gymnasium of Royal Naval Barracks was taken over from May 14-17 for the Portsmouth Schools Music Festival, when the P.T.I. raucous shouts of "One, two, three, Hup" were replaced by childish voices singing "Jerusalem"; and infant prodigies playing the pianoforte, watched by a large audience of proud, if sometimes anxious parents.

The Music Festival is one of many non-Naval events which take place in Royal Naval Barracks, throughout the year, and which help to cement the liaison between the Navy and the Civic authorities.

### Roller Skating

As part of a "Brights Dog Watch" campaign, roller skating sessions have been started on Thursday evenings in the Drill Shed. We have the benefit of the advice of several "experts" who perform the most amazing evolutions and still stay upright. However, most of the beginners find that the floor has a remarkable attraction and is very hard. All Wrens and naval ratings are most welcome and no one need be afraid of being a novice as helpful advice (and a first aid box) is always available.

# COMMAND NEWS



[Evening News and Hampshire Telegraph, Portsmouth]

Capt. Tosswill, from his "galley," acknowledges the cheers of H.M.S. Dryad's ship's company

## H.M.S. DRYAD

ON MAY 9, Capt. R. B. Honnywill, R.N. assumed command of H.M.S. Dryad in succession to Capt. R. G. Tosswill, O.B.E., R.N.

Capt. Tosswill was given a traditional send-off, though the "Galley" in which he was pulled ashore by his senior officers, and representatives from the Ship's Company, was, to say the least, unusual.

The cart which is normally powered by one horse on odd transport duties around the establishment, was rigged in the form of a ship's compass platform complete with binnacle, wheel, plot, and a mast carrying a flag-hoist which read "I am proceeding ashore by an overland route."

Our best wishes for the future go with Capt. Tosswill in his retirement,

and to Capt. Honnywill in his new command.

An achievement of which we are justly proud was the winning of the coveted Portsmouth Gun by our rifle team for the highest aggregate of points in all events at the Command Rifle Meeting.

Our juniors got away to a magnificent start by winning the first three events. Victory in three further events followed, including the Tipner Shield for light machine-gun with a score of 154 from a maximum of 168, a performance bettered in the past only by the Royal Marines.

All members of the team are to be warmly congratulated, particularly Cdr./Boatswain B. C. J. Porter, who

not only organised the training of the team, but also contributed a share to Dryad's winning score.

Preparations for our Sports Day on June 14 are in full swing, and we are assured of a full programme of both serious and not so serious athletics. It will also be open day in Dryad and all in the R. P. Branch and their families who can come will be very welcome.

Results of our winter labours can now be seen. The gardens and the playing fields are at their best and, to complete the rural picture, the sound of leather against willow now forms a regular feature of our leisure hours, as our first eleven and divisional cricket sides get into their stride.



[Evening News and Hampshire Telegraph, Portsmouth]

H.M.S. Dryad's winning rifle team in high spirits after the prize-giving. From left to right: P.O. Ellis, A/B Baddiley, Lt. Cdr. Mitchell, A/B Kirkpatrick, Wren Hodge, L/Ck. Appleby, P.O. Welch, A/B Leaning, Wren Angell, A/B Britten, Wtr. Robinson, C.P.O. Peplow, O./Sea. Chipp

## H.M.S. ARIEL

THE PUBLIC will have a wonderful opportunity to meet the Fleet Air Arm of the Royal Navy at home on Saturday, June 23, when H.M.S. Ariel, the Royal Naval Air Electrical School at Worthy Down, Winchester, will be open to visitors from one o'clock p.m. onwards.

After the official opening ceremony at 2.30 p.m., by the Right Worshipful the Mayor of Winchester, Councillor P. H. B. Woodhouse, there will be a thrilling display of aerobatics, dive-bombing, gliding, etc., in which almost every type of Naval aircraft will take part.

The public themselves may fly in aircraft specially chartered to take passengers at a small charge. For the less adventurous in temperament there will be continuous ground displays including aircraft fire-fighting, a physical training exhibition, and a large range

of both technical and non-technical exhibits designed to show how the Fleet Air Arm goes to work, particularly in H.M.S. Ariel.

The ladies will be interested in the domestic side of the Navy—how sailors and Wrens live, eat and sleep and spend their off-duty hours. All of these facets of Naval life will be on show: and for those who would like to end the day by worshipping with the Navy, there will be Evensong in the Church.

To help to make the day a happy one there will be side-shows galore with valuable prizes, a special children's playground and a creche for the tiny tots so that parents may relax and enjoy themselves. There will be film shows, a gala dance, a band concert—in fact nothing is forgotten, not even the vagaries of the weather!

Refreshments will be available, including teas, and a beer bar will be open continuously.

The whole afternoon's enjoyment except for the dance, will be brought to a grand finale at 6.0 p.m. when the Royal Naval Guard and Band of H.M.S. Ariel will ceremoniously Beat Retreat as the White Ensign is hauled down as for Sunset.

The objects of the At Home are two-fold—to give the Public a chance to learn at first-hand something of the life and activities of the Fleet Air Arm, and to benefit well-known Charities, to which the whole of the proceeds of the occasion will be devoted. It is hoped that no one will miss this unique opportunity of combining an instructive and enjoyable day out with the Navy with that of helping those for whom the Navy is trying to raise funds.

## H.M.S. NEWFOUNDLAND

AT THE end of July Newfoundland will pay off and recommission in Singapore. The new ship's company will fly out and the old returns to England in the same aircraft.

Thus ends a Far East Station Commission which began in Portsmouth on February 23, 1955, under the command of Capt. R. E. Portlock, O.B.E., Royal Navy. The ship arrived in Singapore in April, 1955, and after carrying out the first of several bombardments against Malayan Terrorists she underwent a three-month refit. During this time the ship's company lived in H.M.S. Terror, the spacious Fleet accommodation barracks in Singapore.

After visits to North Borneo and Manila the ship arrived in Hong Kong in early October. There she competed in the Fleet Regatta and the Far East Fleet Sporting Competitions with considerable success. Newfoundland became Cock of the Fifth Cruiser Squadron, and won the football, hockey and water-polo cups, while she tied in the boxing trophy. At Hong Kong Newfoundland became the Flagship of Vice-Admiral Elkins, C.B., C.V.O., O.B.E.—F.O.Z.F.E.S., and remained as such till June, 1956. Ports in Korea and Japan were visited before returning to spend Christmas in Hong Kong.

In February of this year the ship took part in the S.E.A.T.O. exercise "Firm Link" and spent three days in Bangkok. Later she played a prominent part in the big Far East Fleet exercises off Singapore and Hong Kong with the carriers Centaur and Albion.

After a short docking period in Singapore during May, the ship visited the Monte Bello area and spent some time in Fremantle, the port for Perth in Western Australia.

Before paying off, Newfoundland will spend a week in Penang.

"Caribou Calling"—the Paying Off magazine of H.M.S. Newfoundland's Far East Commission, will be published in July. It contains a complete story of the commission, numerous articles and stories covering places visited and interesting items in the life of the ship. Nearly 60 photographs, several excellent cartoons, and a map amply illustrate this very fine record of "Newfies" commission. It is a large size, handsome volume printed on glossy paper by a Hong Kong firm. The Editorial Staff feels that the many officers and men, already back in England, who served in the ship, 1955-56, or friends of the ship—will like copies posted to them. NAVY NEWS is the only way to let it be widely known that the ship will arrange this for them. Postal orders to cover cost and postage for 5/6 should be airmailed to: "Caribou Calling," H.M.S. Newfoundland, c/o G.P.O., London, to reach Singapore by July 25.

J.A.R.M.

## In Memoriam

Commissioned Air Engineer A. L. Rowe, Royal Navy, H.M.S. Daedalus. May 4, 1956.

Lieut. L. T. M. Dick, Royal Marines. Killed in Cyprus. May 9, 1956.

Chief Mechanician Engineer W. James, P/KX.77973. H.M.S. Victory. May 18, 1956.

Lieut. J. P. Smith, Royal Navy. 830 Squadron. H.M.S. Eagle. May 22, 1956.

Lieut. T. J. P. Cooper, Royal Navy. R.N.A.S. Culdrose. May 25, 1956.

Sub-Lieut. D. G. Hakesley, Royal Navy. R.N.A.S. Brawdy. May 25, 1956.

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Q48



## R.N.A.S. STRETTON



The competition fire-fighting crew of R.N.A.S. Stretton, 1956. Rear row: L./Air. Wildish, N.A. Denny, N.A. Leville, N. A. Henshaw, N.A. Finney, and Commissioned Airman L. D. E. Hitchcock, R.N. Front row: N.A. Ryder, N.A. East, L./Air. Whiteman, N.A. Mullen, N.A. Roebuck, L./Air. Tutfull and N. A. Davies

LT.-CDR. J. Coleman-Smith, who has been the Secretary and Treasurer of the Stretton Gliding Club since its re-birth last May, has now retired from the Service.

During his term of office, he was extremely active and it was chiefly through his efforts that the equipment that the Club now possesses was tracked down, and the various owners persuaded to part with at prices that could be afforded.

Having run to earth the latest prize—the ex-balloon winch—which arrived at the end of February, he designed the necessary modifications for glider towing and thereupon set to work with a bare handful of members, through many late nights and Northern Air Division week-ends, determined to see it finished before his retirement. The goal was reached and winch trials were carried out with one day to spare!

All members will be extremely sorry to lose him, and we wish him good fortune in civilian life.

Every known Glider Club in the country has been circularised for two-seat gliders and so far nothing has been found at a price that we can afford. The latest attempt has been made by the Chairman to persuade the R.N.G.S.A. to buy a kit to be made up by us, but we have not succeeded as yet. There is a faint ray of hope, however, as it is believed that two broken-31s exist in Naval Clubs which might possibly come our way. It's all very uncertain, but we are keeping our fingers crossed.

In the meantime, progress sheets have been made up for every "not yet flying" member, and the British Gliding Association Syllabus for Solo Training will be followed, making it possible for all members to reach A Certificate and eventually B Certificate standard.

The office of Secretary and Treasurer has been divided, and Lieut. News has become the new Secretary with Instr.-Lieut.-Cdr. Rollitt as Treasurer.

The Chairman and Treasurer paid an informal visit to the Derbyshire and Lancashire Gliding Club last week-end and it is hoped that this was the forerunner of visits by larger groups in the future.

The Cadet will be launched on May 16th, it is hoped, as part of the fly-past and demonstration to be witnessed by H.R.H. The Duke of Edinburgh during his visit to Stretton.

### Visit of Indian Naval Admiral

The first Indian Officer to hoist his flag, Rear-Admiral R. D. Katari, I.N., passed through the Air Station on his way up to R.N. Air Station, Lissiemouth, on April 21.

His flight was in F.O.R.A.'s barge, a Devon, piloted by Senior Commissioned Pilot V. A. Walker, R.N.

Rear-Admiral Katari will be taking up his new appointment as Flag Officer Flotilla, Indian Fleet, in the near future.

### Motor Cycle Accident

It is with deep regret that we report a fatal accident, in which E.M. (Air) D. J. Bradbury was killed instantly when he collided with a transport lorry on the Northwich-Warrington Road on April 12.

The funeral, which was held at Davenham, near Northwich, on April 17, was attended by his next-of-kin and friends, including six pall bearers from the Electrical Department.

Wreaths included those from the Air Station's Ship's Company, Captain and Officers and one in anchor design from shipmates of the Electrical Department.

### Pre-entry Unit's Visits

Altrincham, Sale and District Sea Cadet Corps Unit, Lt.-Cdr. Holman, R.N. (Retd.), visited the Air Station for three days on May 4, 5 and 6. Altogether 28 Cadets, 3 C.P.O. Instructors and 2 Officers made up the Unit, who were given instruction and demonstrations in practically everything that was going on the Station—and what a time they had!

The previous week-end the Air Station was visited by Speke Sea Cadet Corps Unit (Lt.-Cdr. R. H. Derbyshire, R.N.V.R. (Sp.)).

Their programme included shooting on the .22 range (always a hit!), whaler drill and sports in the gymnasium, supervised by P.O. Stoddart, our favourite "Sea Daddy."

### Presentation of their Third Burgee

On May 1, 1956, the Newton-le-Willows Sea Cadet Corps Unit (Commanding Officer, Lieut. (Sp.) L. Heyes, R.N.V.R.)—one of the S.C.C. Units which have active liaison with R.N. Air Station, Stretton—was presented with their third burgee by Capt. I. A. P. Macintyre, C.B., C.B.E., D.S.O., R.N., who is the Admiralty Regional Officer for the N.W. Area.

Cdr. J. O'B. Graham, R.N., the Sea Cadet Liaison Officer for the N.W. Area, was also in attendance.

A Guard of Honour, complete with bugler, all in smart rig, greeted Capt. Macintyre, who, after being introduced to the Chairman of the Unit's Committee, Mr. A. Blamire, L.D.S., and in turn to the Unit's Officers and supporters (which included many local dignitaries—Chairman of the Local Council, a J.P. and Police Superintendent) took his place for the parade.

The First Lieutenant, Lt. (Sp.) G. Murray, R.N.V.R., who is the son of the founder of the Corps at Newton (Lt.-Cdr. W. Murray, R.N.V.R., who has just retired after serving thirty-six years with the Corps), then called the Ship's Company to attention and reported them to the C.O. for prayers.

After prayers the Unit was inspected by Capt. Macintyre, and then the big moment arrived—the presentation of the coveted Burgee. As this is the only time that a third burgee has been awarded in the N.W. Area for Sea Cadets, naturally all concerned with its award felt very proud, especially when presented by such a distinguished Officer.

### Air Command Fire Fighting Competition

Stretton's crew have a long trek before them having won their way into the Northern Area Finals.

By the time that this paper is distributed, they will have already done battle with H.M.S. Fulmar's crew (R.N. Air Station, Lissiemouth), and we shall know the results—the winner will then meet the Southern Finalist at a later date.

The competition crew, and a very keen crew indeed, comprises of N.A. P. Davies, from Preston, Lancs; N.A. F. Mullin, of Marple, Cheshire;

N.A. R. East, from Woolwich, London; N.A. B. Ryder, of Garforth, near Leeds; N.A. K. Roebuck, from Blackley, Manchester, who are enthusiastically trained by Commissioned Airman L. D. E. Hitchcock, R.N., and P.O. Airman W. Brooks, who hails from Manchester.

Good luck to our ship's team and may the best team win.

### Officer Retires

An interesting story arises on the retirement of Lieut.-Cdr. (L.) S. N. Page, R.N., who went on terminal leave May 18, 1956, after being in the Royal Navy since January 11, 1936.

His first meal in the Service, as a Boy Seaman, it is reported, was bread and cheese, whilst his last was with the Duke of Edinburgh at R.N. Air Station, Stretton, on May 17, 1956.

Well liked as the Deputy Electrical Officer on the Station, he was a keen Liaison Officer with the Blackpool Sea Cadet Corps Unit, who have as their Commanding Officer Lieut.-Cdr. (Sp.) T. H. Hook, R.N.V.R., who was Lieut.-Cdr. Page's Officer Instructor at H.M.S. St. Vincent when he was a boy.

Best wishes and good fortune goes out to him from all on his retirement!

## H.M.S. OSPREY

SINCE LAST going to press we have said good-bye to Lieut.-Cdr. C. E. S. B. St.G. Beal, O.B.E., who, for the past five years, has been in charge of the foreign A/S. training in East Weare Camps. We shall miss him in both our hockey and cricket teams, and wish him every success in his new career as a civil servant in the Naval Stores Department. Lieut.-Cdr. R. G. H. Hutchinson has relieved him and soon got going in taking the N.A.T.O. Officers' Long Course with officers from India, Pakistan, Ceylon, Denmark and Belgium.

Surg.-Lieut.-Cdr. L. G. H. Le Clercq, Lieut.-Cdr. G. Anderson, Squadron-Leader C. G. Simmonds, and Lieut. D. Sommerfelt, have also left us, and been relieved by Surg.-Lieut. P. W. Head, Lieut.-Cdr. D. MacLennan, Squadron-Leader E. J. Forbes, and Lieut. D. J. Watson, respectively.

We also welcome to the instructional staff, Lieuts. L. J. B. Reynolds, J. H. Beattie, W. B. Tower, R. H. Gaskin and E. M. S. Segar, from the last T.A.S. Long Course, and that old Osprey stalwart, Mr. L. M. Sutherland, Senior Commissioned Gunner (T.A.S.). It is also good to have an old friend of ours living in the Wardroom again in the person of Lieut.-Cdr. M. B. Edwards, who recently relieved Lieut.-Cdr. A. R. Gilmour, on the staff of H.M.U.D.E. It is hoped that, once again, he will use his artistic talents in decorating the Wardroom for our dances.

At the last C.P.O.'s' social, Mrs. Eyre, our commander's wife, presented a chiming clock to C.P.O. W. Haines on behalf of our welfare committee. This was in recognition of his devoted service on their committee and as R.N.B.T. representative for the Portland area for more than ten years. Haines had retired shortly before. We hear that he has spent some time in R.N. Hospital, Portland, since, and hope that, now he has been discharged, he is his old vigorous self again. Unfortunately, we have lost for some time, through a motor-cycle accident, the services of the versatile C.P.O. A. R. Tate. At present, he is in hospital in Poole with a broken arm and leg and will shortly be moved to Haslar. Tate is quite an accomplished artist and for the past two years has been our E.V.T. woodwork instructor. We are fortunate in having with us a well-qualified substitute in E. M. Foale, who has volunteered to take on the duties until we can welcome Tate back into the fold. To the twelve W.R.N.S. who spent last term with us, we would like to say how much you are missed here and hope that you are now happily resettled in Vernon.

Lieut. Reynolds, our cricket captain, is endeavouring to get a strong Wardroom side together to meet Vernon for the chipped bat in July, and the nets are in constant use. Our first team started off the season disastrously against Abbotsbury, who knocked out 203 runs. Several catches were dropped and our fielding in general needs tightening up.

Lieut. Tower has taken over the sailing and the Portland Naval Sailing Association will be running races on Wednesday evenings and Saturday afternoons each week. If our performances to date are anything to go by, Osprey should do well in these.

## R.N.P.T. SCHOOL

THIS SPRING term has been a busy one although nothing truly spectacular has occurred. Many courses have come and gone, new faces have become familiar and then disappeared, the same yearly training cycle comes around. With the supersession of Commanding Officers and with Captain Muir securely installed as Director of P.T. and Sports, we have had a large number of official visitors.

### Courses

The first course to leave us in the New Year was that of five successful Staff Instructors. They disappeared one morning in a battered station wagon, removed from its reserve cocooning and specially commissioned for the trip to Devonport. They departed, the car loaded to the gunwhales and with barely a square inch of windscreen to see through.

The W.R.N.S. annual Sports course of four weeks' duration left the same week, concluding with a banqueting flourish which astonished even the older members of the Staff. The latter have now returned to normal after a harrowing four weeks.

In the middle of March a short course for Sports Officers, three Engineer and three Marine Officers, left to carry out sports duties in establishments and for further training respectively. They had made their name in the bowling alley and were well on the way to winning a *quari* pewter tankard suitably filled (a spare time activity).

A new experiment in the form of a five days course for Officers selected by Commanding Officers as Sports Officers and also for Officers interested in sporting activities, was carried out in April. This proved so successful it is intended that further courses should be held throughout the year.

They were closely followed by a course of newly qualified and a course of re-qualified Physical Trainers.

These final departures bring us to the new arrivals—a course of six potential Physical Trainers. These six, in addition to their course, will also form the nucleus of the trapeze team which will give displays at many of the galas to be held in the Command Swimming Bath this year.

A Swimming course of Royal Navy and Marine volunteers is progressing well and will ultimately produce personnel capable of instructing and coaching swimmers.

### Fencing

Our Fencing Master, Sgt. Maker, returned from Deal last month on successfully completing a Staff Instructors' course. Consequently we lose Cpl. Joyce, the fencing instructor on temporary loan from Eastney, who has made more than a name for himself at the School and with the Command Fencing Club. He has, in addition, trained our Palmer Trophy and Royal Tournament teams. The former ultimately won the competition and retained the Trophy at the School for the second year, an achievement equalled in the past only by R.N. Barracks Portsmouth, H.M.S. Daedalus, H.M.S. Nelson and H.M.S. Excellent. The School bayonet team have reached Phase IV of the Royal Tournament.

### Personalities at the Royal Tournament

Cpl. Joyce became the Royal Marine Dismounted Champion-at-Arms and is due to fence at the Royal Tournament in Foil and Sabre.

Lieut. Winckles, in the Navy championships, won the Sabre and was placed second in the Foil. As a result of this he represents the Royal Navy in these weapons at the Tournament.

### Sports

For the second time in the season the School Hockey team won the final round for the Trevor Mansfield Cup. The team, well supported from the side lines, produced more enthusiasm than skill but managed to achieve a 3-2 victory.

Our six-a-side Hockey team reached the quarter-finals of the Command Knock-out competition and was then defeated by Vernon 1-0.

The Soccer team was eliminated from the Barracks competition after a narrow defeat in the semi-finals.

Throughout the Rugby season the School has supplied many players for the Barracks XV.

We are now settling down to the Summer pursuits of Athletics, Swimming and Cricket.

### Staff

We congratulate Petty Officer Payne, who established a family tradition by his recent marriage to Leading Wren Car-Birbeck, a member of the W.R.N.S. Sports course mentioned earlier.



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## H.M.S. DOLPHIN

ON FRIDAY, May 11, C.P.O. Selby was presented with the British Empire Medal awarded to him in the New Year Honours List. The presentation was made by Rear-Admiral W. J. Woods, D.S.O. (Flag Officer Submarines), before the Captain, officers and ship's company of H.M.S. Dolphin.

Capt. G. D. A. Gregory, D.S.O.\* (Captain, H.M.S. Dolphin), read out citation, which stressed Selby's outstanding service and responsibilities far in excess of those normally entrusted to a Chief Petty Officer. Admiral Woods, having presented the award, referred to Selby's distinguished Service career, and to his two remarkable escapes from sunken submarines—one close to Malta, and the other in the Far East—in both instances safety was only gained after a long swim which demanded outstanding endurance. While serving in H.M.S. Dolphin Selby has been on the Training Staff, and has performed his many duties with exceptional tact and zeal.

The ceremony concluded with the March Past of Divisions the Salute being taken by Admiral Woods. The occasion was marked by a bright and sunny afternoon.

Families' Day will be held on Saturday, July 28. A Families' Day Committee has been formed, and details will be announced as soon as possible. Wives, families and girl friends of those whose fortunes are closely knit with the Dolphin Peninsula are asked to question their strong and silent males for the latest information. As far as is practicable the Dolphin Column will give as much information as it can but it should be realised that up to the minute news can be gained only by close questioning those whose daily round is within the friendly coast of the Blockhouse peninsula.

A copy of the engraving of the original Cowdray House Picture has now been obtained. It gives the background to the sinking of the Mary Rose in 1545, and shows three forts—two of which stand where Blockhouse Fort stands today. The other fort, Haselford Castle, was destroyed about 1560, and the name Haslar is all there is today to tell that Haselford was the original tally. It is hoped to hang these engravings in the Whispering Gallery.

## R.N.A.S. ABBOTSINCH

ON MAY 9 we were honoured by a visit—literally and figuratively a flying one—by Saclant, Admiral Jerauld Wright, U.S.N., who was carrying out a quick tour of some Scottish establishments. He was met here by the Flag Officer, Scotland, Vice-Admiral J. W. Cuthbert, C.B., C.B.E., and Capt. Waterhouse, D.S.O., C.B.E., Commanding Officer, prior to a visit to Machrihanish.

Admiral Wright particularly expressed his appreciation of the smart turnout of the guard and band at Abbotsinch—quite a compliment in view of the weather with which they were competing.

### Agricultural Scheme

The last month has seen the launching of a project which, it is hoped, will eventually benefit deserving Station funds. So far, about five acres have been put under the plough for potatoes and dog-watch volunteer labour is being imaginatively urged to do its bit.

The Ship's Welfare Fund has provided the initial outlay and the success of the venture is truly everybody's business.

Pig-rearing will be added to the scheme in due course, but the lucky pigs have not yet been recruited, owing to some doubts about the terms of engagement.

### Northern Fixer Service

The equipment is now installed in Abbotsinch Control Tower and the service is operating on a training basis. The other Stations concerned are Anthorn, Eglinton and Lossiemouth.

Before long, when the service is fully manned, it will be possible to give any aircraft in these areas an almost instantaneous map reference at any time of day or night—an obvious saving in white hairs and cold sweats.

### Sport

We had one representative, Inst. Cdr. Morgan, at the Home Air Command Golf Meeting. He reports that he set up at least one record, i.e., lost his ball on the putting green during pre-match practice. He also, incidentally, lost his belief in heather as a lucky charm. Though he does not say so himself, final results indicate he thought that this was enough for any one man.

Several Abbotsinch representatives attended the H.A.C. Rifle Meeting at Brownstown, and had some individual successes. C.E.R.A. Clark won one Silver Jewel and one Silver Medal in revolver events. In the Modified Queen's 1st Stage A.A.3 Long and Inst. Lieut. Marsh won in Class A and Class B respectively. We are hoping to have at least one representative at Bisley.

## H.M.S. VERNON

THE PAST few months have seen much activity in the shipwrights' shop as models of various types of ships have been built ready for the Royal Tournament. As readers of the *Evening News* will recall, H.M.S. Vernon has been responsible for a "turn" at Earls Court this year and have produced a very life-like demonstration of an attack on a convoy by a U-boat. After all the rehearsals and polishing that has been done, the demonstration promises to be a very effective one and we hope that it will prove to be one of the high-lights of the Tournament.

Last month we held the Annual T.A.S. Conference here in Vernon. It was attended by many high-ranking officers of the R.N. and R.A.F. and was presided over by Capt. J. Grant, D.S.O., R.N. Many matters were discussed and if the world wasn't exactly put to rights, we came very close to it, and all the delegates were given much food for thought. It was certainly a very successful conference.

The officers and senior rates were given a lecture on the structure of N.A.T.O. by an officer on C-in-C's staff, which proved to be very interesting and informative. There is little doubt that people's ideas of N.A.T.O. are a little woolly and lectures such as these go a long way towards clarifying the situation.

It was very encouraging to Vernon's instructors to note that the Minewatchers, who were trained by them, put up such a fine performance in their minewatching competition. These people, who give up so much of their spare time in training in peace for action in war, are to be congratulated for reaching such a high standard of proficiency. It is an arduous and rather tedious job, but one which would go a long way to helping a war effort.

### Sport

Our preparation and training for the annual sports goes on with increasing pace. Indeed, one of our hop-skip-and-jumpers has raised a problem which the Sports Officer, he has performed so well that the practice track is too short for him and he wants the jumping board moved back a few yards!

See Otter distinguished herself in the Southsea Harwich race by crossing the finishing line first, but she was placed second after the handicap had been applied. However, this is an auspicious start to the sailing season and we look forward to the future with confidence.

Our 22 rifle team had a very successful season. We finished runners-up to H.M.S. Victory in the Portsmouth and District "Shoulder to Shoulder" League, Div. 2, and gained promotion to Div. 1. Also we ran away with the Hampshire Postal League, Div. 2. It was in this competition that P.O. (T.A.S.I.) Jackson distinguished himself by scoring a possible in every match and became the Champion of Hampshire—our congratulations to him on a very notable effort. In the United Services League, our 'A' team was runner-up and the 'B' team winner of their respective sections, the junior team were second and the W.R.N.S. first in their section—altogether a very satisfactory season.

The Vernon team won the Walgar trophy and was runner-up in the Dutton and Times Cup competitions. Lieut. Redwood and P.O. Jackson represented Portsmouth Command in the Service representative matches and each scored a possible 400, P.O. Cressy acted as reserve. In the inter-Services matches, Lieut. Redwood, Mr. Donoghue and P.O. Jackson were selected to shoot for the R.N., during which the latter became 22 rifle shooting Champion of the Royal Navy. Considering all the problems of drafting and so on, this has proved to be a remarkably successful season.

## R.N.A.S. YEOVILTON

SOMERSET IN the Spring is a pretty pleasant place to be. Since Easter Leave, however, we have been rather on the quiet side as two of our Squadrons, 890 and 893, flew their Sea Venoms to R.N.A.S. Lossiemouth for intensive Armament Training. However, our holding Squadron, 766, has been active, and on Monday, May 7, 809 Sea Venom Squadron commissioned under the command of Lieut. Cdr. R. A. Shilcock, R.N.

There are three Red Letter days on our calendar. Thursday, May 17, when we shall be honoured by a flying visit from His Royal Highness the Duke of Edinburgh; Wednesday, June 20, Admirals Inspection; and Saturday, July 28, when H.M.S. Heron will be "At Home" to the British public.

For all three events we hope for fine weather. In the meantime the footballers have been hanging up their boots, the cricketers oiling their bats, tennis courts are being rolled with loving care, and green-fingered gentry are busy hoeing and sowing, digging and dibbing, planting and panting. Further afield, enthusiastic guns from Ship's Company have reinforced the Heron Syndicate Shoot and sallied into the smiling countryside to commit mayhem with the rook colonies, unwary pigeons and that wily predator, Jim Crow. Although the local air has been alive with shotgun pellets and 22 bullets and many a large blackbird has bit the dust, "homo sapiens" has, most surprisingly, emerged unscathed, touch wood and to date.

### Air Day

As we go to print, news has it that the Aldershot Tattoo is to be no more and will belong to the nostalgia of the past. While we cannot hope to compete with the large-scale pageantry of the Rushmore Arena, in our lesser way, and with the willing co-operation of our military friends, we hope to stage a desert action on Air Day that will provide the greatest spectacle the West Country has seen in many a moon. Take some tough Territorial Artillery, spice with Airborne Troops and battlewise Commandos, season with the fighting vehicles of the Royal Armoured Corps and the soft-skinned lorries of the R.A.S.C., cover with a mixture of jets, helicopters and light aircraft and pepper with several hundred Sapper-inspired explosions, major fires and all the din and smoke of battle, and you have some vague idea of one of the many items of entertainment in store for the great British public.

In case anyone reading this murmurs "No place for my children," we must reassure them that our creche and playpark, far removed from the scene of battle and staffed by a sympathetic, highly trained team, will be just the place to park a sensitive juvenile while Father and Mother and the older children enjoy the battles aloft and afloat.

Lovers of music too will thrill to the martial beat of the Commander-in-Chief's, Plymouth, Royal Marine Band, which has been kindly loaned for the occasion, and to the magic skirl of the Pipes and Drums of the Royal Inniskilling Fusiliers, while the youngsters will have their own entertainment provided by the young musicians of the Parkstone Sea Training School, and our own Heron Drum and Bugle Band will herald several of the other attractions in store for our visitors. Why not come along?

## H.M.S. STARLING

SINCE THE last time we had a letter in print we have had one notable change on the ship. Our First Lieutenant, Lieut. Cdr. G. E. Hammond, left suddenly when everyone expected him to remain on board at least until June and the Squadron Regatta. All on board wish him well on his new ship, the Loch Killisport. Lieut. Cdr. W. J. Dundas is our new First Lieutenant.

Up until the Easter Leave period we had a comparatively leisurely spell and were lulled into a false sense of security in that this was to be the tempo for the year. However, we have learnt differently and have since been running continuously, particularly after the Redpole went on her visit to Denmark.

This has given us very little time for any other pursuits such as sailing, cricket or tennis. Although lists for these sports are now appearing on the Notice Boards and names being placed thereon. This includes the Chief Stoker's name on the cricket list, whose attributes are "bowler (hat)."

We leave on May 20 for Norway to visit Sandefjord, whose attractions are rather vague owing to lack of information, but all of us are looking forward to a happy and pleasant stay there of five days until we return to Portsmouth, arriving back on May 30.

## R.N.V.R. STRETTON

ON THURSDAY, May 17, H.R.H. the Duke of Edinburgh visited the R.N. Air Station, Stretton, in the course of his 3-day tour of the R.N. Home (Air) Command. Piloting his Heron aircraft, part of the equipment of the Queen's Flight, he landed at 5.35 p.m., having flown from Culdrose, which is near the Lizard. He taxied the aircraft round the perimeter, coming to a halt on the tarmac

## H.M.S. CONDOR



Farewell to Capt. R. R. Shorto, D.S.C., R.N.

CAPT. R. R. SHORTO, D.S.C., R.N., was relieved by Capt. W. L. G. Porter, R.N., at R.N.A.S. Arbroath on May 11. Capt. Shorto has been in command of the station since January 9, 1954, and is now on leave pending appointment.

Capt. Porter has served on the staff of the Supreme Commander Atlantic from 1953 to 1955 and joined R.N.A.S. Arbroath from H.M.S. Vernon, where

he was on the Senior Officers' Technical Course.

### Selection for Cadet (E.)

Apprentice M. D. Bodsworth has been selected from R.N.A.S. Arbroath. At Figgard he was first in a class of 158, and since has maintained an extremely high standard. His home town is Watford, Herts, and he is now serving in H.M.S. Thunderer.

in front of the control tower, where he was met by the Commanding Officer of the Station, Capt. E. M. Harvey, R.N. The Duke's personal standard was broken at the mast head of the Station's flagstaff as he disembarked from the aircraft.

Drawn up for inspection were jets and piston engines of No. 1831 and No. 1841 Squadrons, the week-end fliers of the Northern Air Division, R.N.V.R., whose parent station is Stretton. No. 1831 fly Attackers, jet fighter aircraft, and No. 1841 Avengers, piston anti-submarine patrol aircraft. After meeting the officers and men, the Duke climbed up the control tower to watch a fly-past and some formation aerobatics.

Commanded by Lieut. Cdr. (A) P. L. V. Rougier, R.N.V.R., of Liverpool, the Attackers put up an efficient exhibition of aerobatics and an exceptionally effective stream landing. Whilst the main formation were manoeuvring the C.O. did a series of "Mach" runs at maximum speed, about 600 m.p.h., at low altitude. On one of these, he struck a large crow head-on, which disintegrated most spectacularly.

After watching the aircraft land, the Duke visited the Chief Petty Officers' Mess and then had dinner in the Ward Room with ninety regular and reserve officers.

The Duke left about midnight and spent the night at the Sandway, Cheshire home of Commander R. I. Gilchrist, M.B.E., V.R.D., R.N.V.R., who is the Commanding Officer of the Northern Air Division. Next morning the Duke left for Arbroath and Lossiemouth, which he inspected before joining the Royal family at Balmoral.

No. 1831 Squadron repeated their aerobatic sequence in Attackers on the following Bank Holiday, Whit-Monday, at an Air Pageant at Speke Airfield, Liverpool. In glorious weather a great crowd gave them a tremendous welcome and were ob-

viously thrilled at the formation aerobatics in which four aircraft did a "Barrel" Roll and elongated "Loop" as if tied together, whilst the C.O. streaked across the grass on his lone "Mach" runs, this time without damage being done to any local bird (winged variety!).

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NAVAL ALLOTMENTS WELCOMED



# SPORTS PAGE

## HOME FLEET

THE HOME Fleet assembled at Portland during the first week in May, prior to dispersing for foreign ports on the start of the Summer Cruise. The stay at Portland was, however, too short to enable any Fleet competitions to be started. Competitive Fleet Sports activities during the Summer Cruise include:—

### Cricket Cup Competition

Final match at Rosyth on July 7.

### Golf

Singles and foursomes competitions at Invergordon on May 20-21.

### Obstacle Whalers Race

At Invergordon on May 21.

### Sailing Regatta

At Rosyth on July 7, 8 and 9.

### Tennis

Singles and doubles tournaments at Invergordon on June 8, 9 and 10. Unfortunately, the operational movements of Home Fleet ships preclude the holding of a Fleet pulling regatta.

During the cruise, many foreign ports will be visited and facilities for athletics, cricket, hockey, soccer, swimming, water polo and sailing will be available.

The Fleet Flagship with H.M. Ships Defender and Delight in company, paid a visit to Brest from May 4-9. In a football match, Home Fleet ships, versus the French battleship Richelieu, the French ship won by four goals to three. H.M. Ships Defender and Delight played their host ship at football, Defender drawing 2-2 and Delight winning 3-1. A tennis match versus the French Navy was lost by three matches to nil. Result of a 303 Rifle match versus the French Navy was Home Fleet ships 684, French Navy 640.

Advantage was taken of the beautiful weather conditions during the visit by three whalers' crews from the Flagship, who enjoyed a most pleasant weekend cruise in local coastal waters.

The visit was notable for the very friendly relationships which developed amongst both the officers and ratings between H.M. Ships and their French host ships.

## R.N. ATHLETIC CLUB (South)

THE R.N.A.C. (S.) has made a good start to the track season by winning the "Twilfit" Trophy for the first time in seven years that this trophy has been competed for at Alexandra Park, Portsmouth, at the invitation of the Portsmouth Athletic Club. Coming so early in the season the R.N. club team selectors find themselves hard put to get a complete team together as Collingwood is always taking its Easter leave just when the team has to be nominated. This year a complete side was fielded and the superior Field Events strength of the naval team enabled them to defeat the other clubs—Portsmouth, Reading, Brighton, Oxford City, and Milocarians, the leading scores being R.N.A.C. (S.) 110 points, Portsmouth A.C. 97 points and Brighton A.C. 92 points. Several R.N. representatives put up good performances.

In the 100 yards P.O. Buck won in the fast time of 10.1 seconds with some assistance from the wind and beat Orion Young for the second week in succession and earned his place in the team to represent Hampshire at the White City at Whit weekend. P.O. Wieland won the first string weight putt with a putt of 43 feet 6 inches while C.P.O. Johnson won the second string event.

Instructor Lieut. Bennett from H.M.S. Ariel produced an invaluable double in winning the long jump with just over 20 feet and the hop, step and jump with just under 41 feet. This athlete will do well this season and Hampshire could have done with his assistance in the County team but did not know of his performance when their team was chosen.

Another find was Naval Airman Boyes, also from Ariel, who won the second string 440 yards race in 52.3 seconds and looks a likely winner for the Navy Championships if he gets more good competition in the next month or two. P.O. Sharp showed a welcome early season good performance of about 4 minutes 27 seconds when finishing second in the mile; he is usually much slower at this time in the season. Another good showing was that of P.O. Leach who finished a

useful third in a half mile which was won in 1 minute 57 seconds. P.O. Wieland also won the Discus while others to score heavily by getting into the first three places were Instructor Lieut. Warren in the High Jump, E. M. Ross in the sprints and Apprentice Keld in the javelin.

### "Free for All"

The first two Pitt Street fixtures were a "free for all" afternoon of trials when all Hampshire clubs were invited to come along and a match against Portsmouth, Gosport, Eastleigh, Southampton and Bournemouth where the naval team was successful, due to putting competitors in all the events where some of the other clubs could not field quite such large teams. There are still several events where the club and the Navy in general is woefully weak: these are the Pole Vault and 440 yards Hurdles and in these events there are Navy titles to be had by anyone who sets out to concentrate on one of these unpopular events. The R.N.A.C. (S.) will stage these events at all home fixtures but it is noticed that very few establishments hold these events in their sports: yet we have to produce two competitors in the Inter-Services and it means points given away when we cannot produce worthy entrants and let down the keen athletes in our better events.

At the time of going to Press the first day of the Inter-County meeting at the White City has passed and P.O. Wieland was fifth in the Weight with a putt of 44 feet 8 inches, while A. A. Valentine was third in the Hammer. P.O. Buck was the fastest heat of the 100 yards and did 10.1 seconds which was far faster than the winners of several of the other heats so I feel that he might otherwise have got into the final. Other naval competitors who were representing Devon were Lieut. Moss in the Long Jump and E. A. Winchester in the Weight though neither of these scored any points for places or standard performances.

## R.N.A.A. Long Distance Road Championship

IN CONJUNCTION with the Portsmouth A.C.'s Annual race from Chichester to Portsmouth the Royal Navy held its long distance road running championship for which seven entries were received and all seven competitors ran and completed the 16 miles course. E. A. Joyce, of H.M.S. Ariel was the outstanding performer finishing in second place in the whole race which had 101 starters: he also won second prize in the handicap race run in conjunction with the main competition.

Stores Assistance Dewsnap of R.N.B. Portsmouth in 22nd place was the second naval runner home and A. B. Jackson of H.M.S. Excellent in 25th position was 3rd. Other Naval runners were A. S. Dockett who finished 57th, A. J. Edwards 62nd, P. H. Scott 84th and D. W. Stoneham 89th. When it is appreciated that this is a race for which competitors pay their own travelling expenses and two came from Warrington to run it is a sign that interest is being displayed in this branch of athletics for which Master at Arms Pape did so much while he was in this area and whose example is being followed so keenly by E. A. Joyce. As the first three Navy runners were all members of R.N.A.C. (South) their score brought them the special award for the first Hampshire club not placed in the first three teams in the race—actually they were fourth and so narrowly missed the third team award.

## FENCING

### R.N. Championships

The following are the results of the R.N. Fencing Championships (Phase III of the Royal Tournament competition) which took place on April 24 in R.N. Barracks for the Bayonet events and at the P.T. School for the light weapons on April 25 and 26.

#### Foil

1st, L./Sea. Pearson (Portsmouth), 2nd, Lieut. H. A. Winckles (Portsmouth), 3rd, P.O. Tedder (Portsmouth), 4th, Sub-Lieut. B. M. Stevenson (Plymouth), 5th, Lieut.-Cdr. N. T. Snelling (Nore), 6th, Lieut. F. Creagh-Osborne (Air).

#### Epee

1st, Lieut.-Cdr. R. A. St. C. Sproul-Bolton (Nore), (R.N. Champion), 2nd, L./Sea. Pearson (Portsmouth), 3rd, P.O. Dodman (Air), 4th, Lieut. F. Creagh-Osborne (Air), 5th, P.O. Tedder (Portsmouth), 6th, Lieut. J. T. Spafford (Air).

#### Sabre

1st, Lieut. H. A. Winckles (Portsmouth), (R.N. Champion), 2nd, L./Sea. Pearson (Portsmouth), 3rd, C.P.O. Johnson (Portsmouth), 4th, Sub-Lieut. P. M. Stevenson (Plymouth), 5th, P.O. Yates, 6th, P.O. Tedder (Portsmouth).

#### Bayonet

1st, P.O. Prior (Portsmouth) (R.N. Champion), 2nd, P.O. Tedder (Portsmouth), 3rd, P.O. Houghton (Nore), 4th, L./Sea. Sanders (Portsmouth), 5th, Surg.-Lieut. C. J. Wilkinson (Plymouth), 6th, P.O. Reeves (Air).

The first three individuals in each of the above weapons will now compete at the Royal Tournament between June 9-14, 1956.

The Royal Navy Champion-at-Arms is L./Sea. Pearson (Portsmouth), who won the trophy by his performance in the three light weapons.

#### Bayonet Team Combat

Won by R.N. School of P.T., who now fence at the Royal Tournament on June 14.

#### Inter-Services Fencing Championships

The championships this year were held at the Army School of P.T., Aldershot, on May 2.

After a close and exciting contest, the result depending upon the outcome of the final bout, the Army were the winners of the Team championships and thus deprived the Navy of the opportunity of registering a hat trick of wins.

The final results were:—

1st Army — 38 points  
2nd R. Navy — 37 points  
3rd R.A.F. — 33 points

#### R.N.A.F.A. v. Civil Service

In the annual match held in the R.N. School of P.T., on May 17, the Navy were the overall winners by 15 wins to 12.

The results of the individual weapons were:—

Foil: R. Navy, 4 wins; Civil Service, 5 wins.

Epee: R. Navy 5 wins; Civil Service, 4 wins.

Sabre: R. Navy, 6 wins; Civil Service, 3 wins.

## HOME AIR COMMAND ATHLETICS

THE SEASON is now well under way, and results so far achieved by Air Command athletes are very satisfactory, with the names of a few newcomers amongst the winners in various athletic meetings.

The Inter Departmental Competition seems to have got off to a good start, and judging by the results already achieved some stations are doing remarkably well.

Naturally there have been many snags to overcome in the preliminary stages, which are virtually only trial efforts, and it is expected that the second period of the competition will produce the results hoped for. As was anticipated, some talent has been discovered, although enthusiasm has not yet reached any great heights in some stations.

Results so far achieved are in the main good, and here are a few examples:—

100 yds.—Division "A" 125 complement. Total Points gained, 221.

100 yds.—Division "B" 55 complement. Total Points gained, 130.

Long Jump.—Bonus Points at one station to two competitors.

High Jump.—Newcomers at three different stations jumping 5 ft. 6 in.

Javelin.—Bonus marks at one station.

100 yds.—Approximately three hundred took part in this event, at one station alone.

It would appear that some stations have left it a little late in starting the first period of the competition, and therefore a general picture of progress throughout the Command as a whole cannot be given.

For those potential athletes, the Sportsman of the Month in this issue is one of the best known Air Command and Navy Sportsmen, and his record is something which has only been achieved by constant practice and training all the year round, but nevertheless it is an example of what anyone who is interested in sport can do if they really try, and give their entire and whole hearted efforts to.

To further Athletics at station level, another efforts has been made in getting the Services of the Staff Physical Training Instructor at Flag Officer Air (Home's) office passed to stations, in the manner of a flying visit to every Air Station in the Home Air Command. This Instructor is also an A.A.A. Coach and he is visiting each Station in turn, with the object of lecturing, advising, coaching and showing films to as many people as possible.

can be spared. As the overall time involved does not allow a longer visit than two days to each station, it is hoped that all athletes and interested personnel will make every effort to attend the lectures and coaching sessions thus ensuring that the knowledge that can be gained in the short time, is absorbed and put to good use at station level. The timetable of visits after the issue of this month's NAVY NEWS is as follows:—

Wednesday, June 6.—R.N.A.S. Stretton.

Friday, June 8.—R.N.A.S. Bramcote.

Tuesday, June 12. H.M.S. Ariel.

The remainder of the stations will have already been visited.

It is regretted that the photographs of the two Trophies to be presented at the end of this years competition are not yet available, but will be published as and when they become available.

One thing to remember, especially when considering the Home Air Command and Navy Athletic Championships for 1956, the Air Command have yet to win the Inter Command Athletic Trophy, and have invariably been runners up in past years.

Late News:—Tuesday, May 15, "Civil" Instr. Lieut. Bennett did 21 ft. in the long jump and nearly 43 ft. in the Hop, Step and Jump, whilst participating in the Athletic Competition.

### Portsmouth Command Swimming Club

The Portsmouth Command Swimming Club started Match Swimming on May 2, and in the three meetings already swum off, the Command Men swimmers have won each match, beating Southampton A.S.C. twice and Northsea A.S.C. (Portsmouth) once. Success too has been enjoyed in each of the water polo games with these clubs.

The Portsmouth Command Swimming Club is formed to provide swimming matches for the men and women of the Portsmouth Command, with a view to improving the swimming, diving and water polo in preparation for the Royal Navy Swimming Championships to be held later in the year. Already quite a 100-strong team of men have been got together, and good times are being registered at the meetings. The response from the ladies' section has not been so good, only four swimmers have come forward. Many more Wrens are still required. Coaching for the Command swimming team is conducted each Monday 1830, Tuesday 1730, Wednesday 1730 and Thursday 1730. P.O. Ogden our A.S.A. qualified coach, will be in attendance.

Some of the men swimmers of the command have already broken, though not officially, the Hampshire existing records, and efforts will be made later to do so officially when we have more swimmers ready for the record attempts.

Lieut. Dowling, of Fleetwood, at 100 yards Back Stroke has frequently done the distance in 63 seconds which, incidentally, is better than his existing record of 63.8.

Surg.-Lieut. Cripps of H.M.S. Victory at 100 yards Butterfly is registering a time of 67.5 in our most recent meetings, that again being better than Hants County.

A.B. Purkis, of Victory Barracks, at 100 yards Breast Stroke, who already holds the county record, is chipping time off that at our meetings.

Remaining programme for the Command Team is as follows:

May 23 vs. Southampton Co. Boro. S.C., at Pitt Street.

May 29 vs. Polytechnic St. S.C., at London.

June 6 vs. Worthing S.C., at Worthing.

June 13 vs. Worthing S.C., at Pitt Street.

June 27 Portsmouth Command Championships at Pitt Street.

July 3 vs. Southampton Co. Boro. A.S.C., at Southampton.

July 13 vs. Northsea S.C., at Portsmouth Baths.

July 18 vs. Polytechnic S. and P.C., at Pitt Street.

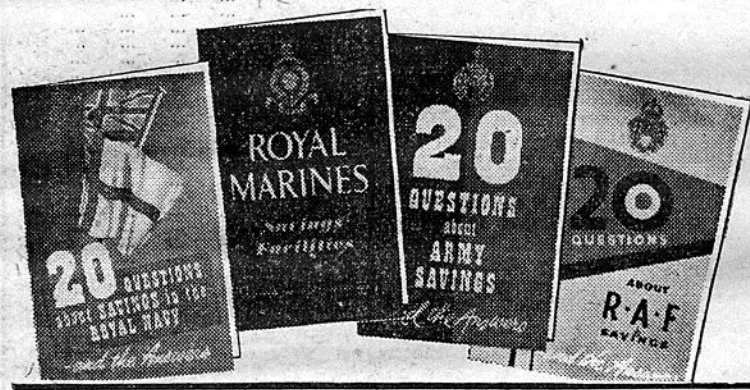
(when County 220 Yards Breast Stroke Championship will also be swum).

July 21 vs. Portsmouth, and Aldershot Command, at Hilsea.

July 25, 26, R. N. Swimming Championships, at Shoreley.

Aug. 28, 29, 30 Inter-Service Swimming Championships, at Eltham.

Spectators are required at our home fixtures mentioned above, each meeting commencing at 1930 hrs. at Pitt Street bath, when an enjoyable evening which, besides swimming, Diving and Water Polo, will include a Trapeze display by the staff of the R.N. School of P.T.



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start—if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,  
H.M. Forces Savings Committee,  
1 Princes Gate, London, S.W.7.



## Portsmouth Command Rifle and Revolver Meeting, 1956



An individual match between the Commander-in-Chief, Commodore Thompson, and Capt. Casement

THIS MEETING was held at Tipner from April 30 to May 4, in weather which was remarkably good by normal standards for the Meeting! There was a little rain and a cold and sometimes troublesome wind on the first two days; but otherwise spring was in the air and undoubtedly contributed to the high standard of scoring achieved by the competitors.

Individual entries were well up to scratch, and team entries were slightly higher than last year—another factor which may have contributed to the raising of the general standard of shooting. In all, entries were received from 19 ships and establishments in the Command, including teams from as far afield and with as comparatively few opportunities for practice as the 4th D.S. (Agincourt and Barrosa), 5th F.M.S., 2nd Training Squadron, H.M.S. Osprey, H.M.S. Bulwark, H.M.S. Ceylon and H.M.Y. Britannia.

Competition throughout the Meeting was very keen, and it was not until the last day that H.M.S. Dryad finally succeeded in wresting the "Portsmouth Gun"—the grand aggregate team championship of the meeting—from H.M.S. Excellent, who had previously held the trophy since its institution in 1954. H.M.S. Dryad are heartily to be congratulated on their fine victory. In the process of winning it they succeeded in collecting no less than six of the trophies offered for separate events. Congratulations also to H.M.S. Excellent, the runners-up, and to H.M.S. Diligence who were always in the running and finished a very close 3rd.

The individual rifle championship was won for the second year running by Cdr. O. E. Robson, H.M.S. Diligence by one point only from

C.O.A. Gledhill, H.M.S. Excellent. A noteworthy feature of the Meeting was the good shooting by a number of the Junior class; and in a close struggle for the Junior Championship AB. Witts, H.M.S. Victory, just succeeded in winning by two points from Leading Patrolman Sparrow, H.M.S. Victory. The "A" Class Championship was won by Instructor Lieut. Carr, Victoria Barracks; runner-up, Lieut.-Cdr. Blackall, H.M.S. Diligence.

On completion of the Meeting the prizes were presented by the Commander-in-Chief, Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O. Speaking afterwards, he congratulated the competitors on their successes, and was confident that the Command Team would do well at Bisley. He had been glad to see Portsmouth leading the way in the Inter-Command Small-Bore Competition during the winter.

Prior to the prize-giving, the final event of the meeting—Rifle Team Tile Knock-out competition for the Goldsmiths' and Silversmiths' Cup—had been watched by a distinguished gathering which included the Commander-in-Chief and Lady Creasy, Commodore J. Y. Thompson, Commodore of the R.N. Barracks Portsmouth, and Capt. R. Casement, Captain of H.M.S. Excellent, and Mrs. Casement. On completion of this event we were treated to a fine display of how to shoot in the form of an individual match between the Commander-in-Chief, Commodore Thompson and Capt. Casement. Most unfortunately, the results of this match do not appear to have reached the hard-working Stats. Office, but we are assured that it was a very close thing, and it certainly brought this most successful meeting to a fitting conclusion.

### HOME AIR COMMAND RIFLE & REVOLVER MEETING

THE HOME Air Command Rifle and Revolver Meeting was held on the Browdown Ranges from Monday, May 7 to Friday, May 11 inclusive.

The weather on the whole was good, with the exception of Wednesday afternoon which turned out to be very wet with high winds.

The standard of shooting has improved on former years, bearing in mind that this year Bisley targets and scoring were used for the first time.

In the individual championships the following were successful:

Rifle 200yds., 500yds., 600yds.—C.A.F.(O.) Freeman (Daedalus).

Modified U.S. Conditions.—Cd. A.E.O. Buck (Daedalus).

Rifle Jewel (after tie shoot).—A.A.2 O'Sullivan (Daedalus).

Junior Rifle Championship.—Wm. Boughton (Fulmar).

Revolver Championship and Jewel.—C.E.R.A. Clark (Sanderling).

The organising committee assisted by Lieut.-Cdr. Fulcher, R.N. (Retd.) are to be congratulated on the smooth and efficient running of the meeting.

### CRICKET

WITH THE conclusion of the trials on Tuesday, May 15, the Home Air Command team was selected to play in the remainder of the matches during the Cricket Week, the details of which were reported in the last issue of NAVY NEWS.

It was regrettable that only fourteen trialists were available which considering the size of the Home Air Command seems to make the selection of a representative side easy but hardly representative of the Command.

The weather was kind to the selectors, in that the wicket was dry (although a little green) and the sun came out for a fair proportion of both days, enabling the trialists to be given a fair chance of showing their ability.

Team: Lieut. Chapman (Yeovil) (Capt.), Sub-Lieut. Kidd (Arbroath), Lieut. Ashworth (Arbroath), A./P.O. Mitchell (Lee), N.A. Farwell (Lee), Lieut.-Cdr. Alcock (Lee), L./Sea. Boyes (Lee), O./Sea. Goodwin (Ford), P.O. Church (Ford), C.P.O. Bezzant (Culdrose), N.A. Pattison (Brawdy), Lieut. Skeen (R.A.F. Watton), C.P.O. Larby (H.M.S. Bulwark) (Umpire).

### SAILING

THE NEWLY-FORMED Home Air Command Sailing Association began its racing career with a flourish. See Hexe won the first offshore race of the season, the Royal Ocean Racing Club's race to Harwich, which started from Southsea on May 4. See Hexe was placed first in Classes I and II in a field of ten, of which only four completed the race.

The winning crew members were Cdr. R. F. D. Harris, R.N. (Staff of Flag Officer Air), (Skipper), Lieut.-Cdr. P. R. Michell, R.N. (also of Flag Officer Air's Staff), Lieut.-Cdr. F. R. Fenton, R.N. (A.I.U., Lee-on-Solent), Lieut.-Cdr. J. F. Smith, R.N. (Seaford Park) and Chief E.A. G. Lillington (H.M.S. Ariel).

See Otter, H.M.S. Vernon's 50-square metre was placed second with Griffin and Right Royal third and fourth respectively. This success secured 24 points for the H.A.C.S.A. in the R.O.R.C. Points Championship. The skipper's account of the race is given below.

Unfortunately See Hexe was dismantled off the Goodwins during the return passage but managed to reach Ramsgate, where she was repaired.

In addition to this success, Ldg. Writer A.T. Bell of H.M.S. Daedalus was helmsman of the winning dinghy in the 1st Arnold Cup race in Portsmouth on May 9.

See Hexe, skippered by Commander Steiner (R.N. Barracks, Lee-on-Solent) took part in the Island Sailing Club's Whitsun race to Cherbourg. Although she finished well up in Class II, the prizes all went to the more favourably handicapped Class III boats.

Sea Swallow is now being extensively refitted at Lee-on-Solent by Percy See of Fareham. She will be ready for use by the middle of June.

Moorings and other facilities are kindly being provided at Calshot by the R.A.F. while a 36-ft. H.L.D. has been loaned for use in connection with sailing activities.

### SOCCER

THE FINAL match of the season for the H.A.C. team was on May 9 against Southall at Southall, and was in aid of the Southall Hospital Comforts Fund.

The team was not as strong as had been hoped for, due mainly to a large crop of injuries and the departure earlier of one or two of the season's mainstays.

We were fortunate in obtaining a number of tickets for the England v Brazil match at Wembley on the afternoon of the same day, our match not being due to commence until 1830.

The majority of the team came from the Southern area, and a coach was arranged to take us to Wembley and thence on to Southall.

The team, except for three members took advantage of seeing the England team take on the South Americans, and it was hoped that possibly as a result, some of the finer arts of the game might be reproduced in the evening by our own team, but this proved to be rather a vain hope.

The International was worth seeing, and in the first half some really excellent football was seen, but unfortunately a number of incidents spoilt the second half, but as hoped England came away worthy winners, but at the same time we saw some brilliant ball control from these swarthy South Americans which had to be seen to be believed.

Rain came during the latter part of the second half, and continued for the next three to four hours, growing steadily heavier as time went on, and as a result at the start of our game at Southall, the surface, previously very hard, was very slippery and keeping on one's feet was quite an achievement.

We started well by a first-time shot from well out, which took the Southall goalkeeper by surprise, N.A. Hasty being the scorer.

As the game developed, it became apparent that our below strength team was going to be outplayed, and although they tried hard, the opposition were adapting themselves to the conditions and making the ball do the work, whereas our own players spent a lot of time rushing around and slipping all over the place.

Half time came, with the score 1—3 in Southall's favour.

With the rain now having stopped, the situation improved slightly but never enough to see Southall losing control of the game.

Air Command's second goal was in some way a freak, a shot from Hasty on the goal line going back across the goal mouth was deflected by E. Noble, Southall's centre half and it spun away into the corner of the goal with a despairing goalkeeper slithering everywhere in an effort to grasp the ball.

## Home Air Command Cricket Week

May 16-21, 1956

All matches were played under ideal conditions.

The first match against Aldershot Services on the 16th was played against a very strong side which included among others, L./Cpl. Iddon, son of the Lancashire player, who scored a grand 104. Aldershot declared at 244 for 5, and H.A.C. were set a very formidable task. The side batted well and the match was lost in the last over, our total being 114.

The match against Winchester C.C. at Winchester on the 17th was an even closer result, our opponents batted first and knocked up 175. We went in and playing very steadily brought our score to 172 for 9 at the start of the last over. The last man was bowled with the second to last ball of the match without further runs, thus giving Winchester C.C. a win. P.O. Church bowled very well in this match, his "bag" being 5 for 54.

Our next game on the 18th was against a strong U.S. (Portsmouth) XI, at Portsmouth. Our opponents again batted first and scored 158 for 7. H.A.C. once again batted dourly, if not spectacularly and the match was drawn; we knocked up 82 for 6 at close of play.

We played our only home match on the 19th versus Hampshire Hogs at Seaford Park. Our opponents' side

included such formidable players as, David Blake, who played for M.C.C. in the West Indies this year, and Cdr. Hammond the Navy player. Hampshire Hogs went in first and scored 196, after being 186 for 5. H.A.C. did very well but not well enough and we were dismissed for 117, a win for our opponents.

Our last match of the Cricket Tour was against Eastbourne C.C. at The Saffrons, Eastbourne, on Whit Monday. This was a much fancied fixture, as last year Eastbourne won a close game with the last ball of the day. This year, however, the H.A.C. Captain (Lieut. Chapman) won the toss for the first time on the tour, and we batted first. Lieut. Chapman and Ord. Sea. Goodwin had a good partnership and we were 112 for 5 when Goodwin was bowled after scoring 34. A further stand was made by Lieut.-Cdr. Alcock bringing our total to 200 for 8, Chapman being bowled after a good innings of 78. We were eventually dismissed for a total of 220, Alcock scoring 38. Eastbourne, a notably strong batting side, lost 1 wicket for 0 runs before tea, and due to some clever and persistent bowling by P.O. Church and E.M.A. Pattison, Eastbourne were eventually all out for 183 with 10 minutes left to play. A most enjoyable fixture which we hope will continue for many years.

A second peculiarity of this goal was the fact that Noble who was the Air Command centre-half until March this year, is now a civilian and playing very well for Southall in their senior team, therefore it might almost be said that the goal was credited to Air after all.

For the majority of the second half play remained in the Air half, with only an occasional fruitless visit or solo run towards the Southall goal.

I think it only fair to say that after a fairly successful season this match was probably the worst display by an Air team, due in the main, to the conditions, and of course as always the hours spent in travelling by the players. Of those who played Parkinson, Bridgewater and Allen played as well as they were allowed, the rest were very much below par, but for the reasons already mentioned.

The team was, P.O. Cairns (Stretton), L.S.A. Bridgewater (Lee),

L.R.E.M. Allen (Culdrose), A.A.3. Brazier (Stretton), A.A.4. Parkinson (Eglinton), P.O. Dingwall (Anthon), N.A. Hamilton (Abbottsinch), A.A.4. Manser (Anthon), N.A. Hasty (Ford), A.A.3. Ferris (Lee), N.A. Mullry (Ford).

Late in the first half Dingwall went off injured and took no further part in the game, N.A. Conway (Ford) came on as a substitute, but with a very much rearranged and disordered forward line, things could not be expected to go according to plan.

We say good-bye to L.R.E.M. Allen ("Lofty") who departs for the realms of "civvy street" shortly, and we say "thank you" and wish him the very best of luck in the future.

It is expected that at the start of next season we shall once again have the services of P.O. "Harry" Lewis, and "Scotty" Goodwin, with possibly P.O. Trickett ready to fill the odd position in his usually versatile manner.

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**ACCOUNTS** department. Company shortly transferring its office to Fleet requires an experienced female clerk and also a junior clerk aged 16-18; interesting work; good salary. Apply in writing, giving age, experience, personal details, to Secretary, Technograph Electronic Products Ltd., 32 Shaftesbury Avenue, London, W.1. c7370

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Inspectors, preferably with "A" and "C" licences on Viking and Dakota.  
Storekeeper with aircraft experience.  
Skilled airframe fitters.  
Skilled engine fitters.  
Skilled instrument fitter.  
Planning engineer.  
Licensed radio engineer (aircraft).  
Skilled hydraulic fitter.  
Copy typist (Stock Control Office).  
Competent shorthand-typist, able to control younger staff (Production Office).  
Secretary to Chief Accountant (Accounts Office).  
Accounts Department interesting position for right man to take charge of invoice department, some technical and costing knowledge together with enthusiasm for aircraft preferred. Salary according to qualifications.  
Stock ledger clerks, female (Accounts Office).  
Salaries will be paid according to qualifications and experience.

Apply Personnel Officer, Personnel Department Phone Yateley 2371. a3329

Why not apply now for one of the following vacancies which now occur owing to expansion of our general and sales offices.

We have a canteen and an active sports and social club.

Write, phone or call now.

Secretary required for director/secretary.

Confidential Shorthand-typist required.

Young shorthand-typist for sales office also required.

Female Correspondence Clerk required with experience of office routine and correspondence dictation

YOUR CHANCE TO ADVANCE!

CREATORS LTD.

SHEERWATER, WOKING

Phone WOKING 3971

w839

**DRIVER**, ex-R.N. or R.A.F. wanted for driving, car maintenance and miscellaneous duties; permanent job, Central Westminster, for conscientious man; living accommodation might be provided for suitable applicant.—Box No. 33 "Navy News."

**WHEN YOU LEAVE THE ROYAL NAVY**, for bona fide craftsmen of shipwright, smith and for bona fide craftsmen of shipwright, smith and electrical fitter grades. Pay, prospects and conditions of service as in force at all H.M. Dockyards.—Applications to the Chief Engineer, H.M. Naval Base Portland, Dorset.

## MISCELLANEOUS

**ENSURE SECURITY** for yourself or family by wise investment with capital increase on one's outlay, by an attractive endowment assurance policy especially suitable to needs of naval officers and personnel, also Fleet Air Arm, with premiums by Naval Allotment. Other types of policies such as mortgage protection, child education, annuities, family supplement, etc., are also available.—For full particulars, without obligation, write to Mr. S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

**SUBMARINE SOUVENIRS** wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-boats wanted.—Summers Red Lion, Henley-on-Thames.

**TAXIS**, Ajax, Phone: 4304. 71240, 2-hour service. 10 Hyde Park Road (close Guildhall).

**"JANE'S EIGHTING SHIPS"** and Jane's Aircraft" required by collector. Any year prior 1939.—Box No. 28 "Navy News."

**BARTON MANOR**, East Cowes, I.O.W. Nautical Boarding School for Boys who wish to become officers in the Royal or Merchant Navies. Entry, 11-14 years. Prospectus on application.

**EXCHANGE** 3-bedroomed council house in Portsmouth area for similar Camberley district.—9 Bell Crescent, Waterlooville, Portsmouth. 40546c

**EXCHANGE** 2-bedroom council house, Hemel Hempstead, for similar Camberley area.—Write 1552P "Camberley News," Aldershot. 40591c

**EX-SERVICE** MAN with semi-invalid mother seeks cottage or small bungalow, for preference with inside requirements, toilets, etc., for rent, but will consider buying.—Reply H. Young, 1 Maple Road, Swinon Lanes.

## ACCOMMODATION

**APARTMENTS TO LET**, comfortable room, two divans, with board if required; reasonable.—21 Norman Road, Southsea.

**FURNISHED FLATS**, Gosport and Southsea, ready shortly. Bedroom, dining-room and kitchen, use of bathroom, P.O. and wife preferred; no children.—Write Box No. 27 "Navy News."

**TO LET**, furnished self-contained flat, all conveniences; regrettably unsuitable for children.—Tucker, 7 Hamilton Road, Southsea.

**FULLY FURNISHED**, living-room, front bedroom; use of kitchen, bathroom; terms £2 10s. per week, includes electricity, gas and water; not suitable for children.—Clark, 39 Portchester Road, Portsmouth.

**TO LET**, furnished house available September: 3 bedrooms, bath, kitchen, lounge, garage, h. & c., all electric, hard tennis court, 24 Sandy Beach Estate, Hayling Island.—Apply Mrs. Morris, "Shenstone," Handy Point, Hayling Island.

**TO LET**, two comfortable furnished rooms, use of kitchenette, electric light and gas; terms £1 15s. per week inclusive. I do not supply bed-linen, china or cutlery. Sorry, no children.—Mrs. A. Jordan, 60 Emsworth Road, North End, Portsmouth.

**DOUBLE FURNISHED BEDSITTER**, Gas ring, fire, own meter, use of bathroom; long or short let.—43 Derby Road, North End, Portsmouth.

## CARAVANS

**BRAND NEW CARAVANS**, Wittering, Sussex. Vacancies June.—Fox, Allandale Road, Birdham, Chichester. Phone Birdham 456. 0417c

**FOR QUICK SALE**, 22ft. Lyndhurst luxury caravan; all conveniences. Calor gas and electricity connected, one or two rooms; oak panelled walls, also kitchenette and bathroom; many other extras included; with site £485 or nearest offer.—Brooks, c/o White Hart Hotel (Caravan Site), Blackwater, Camberley. 40594w.o.

**FOUR-BERTH** caravans, East Wittering.—J. May, 2 Stable Quarters, Staff College, Minley Manor, Blackwater. 40580c

**HAYLING ISLAND**—Caravans to let, not July 14 till August 25.—58 Station Road, Drayton, Portsmouth. 0419w

**SPRITE** 14, 4-berth, fully equipped, for hire for towing or towed to South Coast site.—Apply Aisne Lodge, Blackdown, Phone Deepcut 192. 40551c

**WANTED**, large roomy caravan; type, fittings, condition immaterial; towable.—Marrs, Poplar Villa, School Road, Windlesham. 0438c

## HOUSES FOR SALE

**FARNBOROUGH**, — Residential tree-lined thoroughfare, modern detached house: 3 bedrooms, 2 reception, kitchen, bathroom, domestic hot water boiler, detached brick and tiled garage. Price for quick sale £2,550.—Write Prior, 5 West Street, Porchester, Hants. 8348a

**ATTRACTIVE PROPOSITION**, Portchester, Bungalow, dining-room, 2 bedrooms, kitchen with Ascot, bathroom and w.c., with hot and cold water; nice front garden, brick walls and iron gate. Exterior freshly painted. Long garden at rear—pear, plum and three apple trees. Veranda. Garage space, £1,850 or near offer including road charges.—Box No. 29, "Navy News."

**DO you desire house ownership?** Why pay excessive rent. House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future, 90 per cent, to 100 per cent, loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

## HOLIDAY ACCOMMODATION

**CHRISTCHURCH**, near Bournemouth. Comfortable bed and breakfast accommodation, near sea, town and country; £3 10s. weekly.—Mrs. Bagshot, "Coniston," West View Road, Christchurch, Hants. Phone 983.

**BED AND BREAKFAST**—Terms 2 guineas each weekly, or 7s. 6d. a night.—61 Hayling Avenue, Copnor.

**DOUBLE BEDROOMS**, Single bedroom. Sleeping only, 25s. per week B/B, 35s. per week. Booked from July 28-August 11.—Turner, 9 Dumbarton Street, Buckland, Portsmouth.

**DOUBLE BEDROOMS**, sleeping only, 25s. each; B/B, 35s. each. Booked from July 28-Aug. 11.—7 Dumbarton Street, Buckland, Portsmouth.

## FOR SALE

**BEDROOM SUITE**, Honduras mahogany, comprising twin beds with mattresses, night table, dressing table and stool, £75.—Yateley Place (West Wing), Yateley. 40530w

**BLACK** 1938 Morgan, 4/4. A sound fast car. Seen Portsmouth or Plymouth by arrangement. £150.—Box No. 31 "Navy News."

**GENERAL GROCERY**, tobacco, confectionery, etc.; prominent position; price £450 including lease and fittings. Lock-up shop. S.a.v.—Box No. 30, "Navy News."

**"OFF-LICENSE"**, Grocery and Provisions for sale. Takings £12,000 p.a., net profit £800; audited accounts. Well-equipped corner shop in Portsmouth with refrigerators (including Frozen Foods), electric bacon machine, cash register, etc.; highly recommended; price £2,500; s.a.v. Selling due to ill-health.—Further particulars from W. H. Green, 427 Copnor Road, Portsmouth.

## CARS

**WADHAM BROS., LIMITED**

STANDARD HOUSE.

89 PALMERSTON ROAD, SOUTHSEA  
Phone Portsmouth 2468

ARE YOU GOING ABROAD?

If so, why not purchase your car now, free of purchase tax, and use it for the intervening period? Details on application.

Hire-Purchase Terms:

50% deposit. Balance over two years.

"USED CARS YOU CAN TRUST"

1956 Standard Super 10, 1,000 miles only; green with red interior; fitted wing mirror; bonnet motif; virtually as new ..... £625

1956 Standard Super 8, 9,000 miles; grey, red interior; absolutely as new ..... £575

1954 Standard Family 8, grey, heater, wing mirrors; bonnet motif; 26,000 miles ..... £395

1953 Ford 8 van, 12,000 miles only ..... £225

Several cars, medium horse power, from £50 to £150

Hire-purchase and Insurance arranged.

## Home Air Command Golfing Society

THE H.A.C.G.S. celebrated its 10th anniversary with a two day meeting at the Little Aston Golf Club, Streetley, near Birmingham on May 3 and 4. The meeting, which was attended by some 50 odd officers and ratings, was blessed with the usual sunny weather and equally was, as usual, diverting not only by reason of the remarkable number of shots which some of the contestants managed to compress into 18 holes of golf but also by reason of the astonishing parabolae achieved by once shiny golf balls bouncing from tree to tree on this beautiful wooded course.

The society was founded in 1946 by Lieut.-Cdr. J. G. Hopkins, Royal Navy, who has now retired and the first meeting was held at St. Andrews in the autumn of that year, accommodation then being available at the R.N. Air Station, Crail. This first meeting in the immediate post-war years was organised as a gathering of golf enthusiasts of any calibre who played golf to enjoy it. Whilst the form of the competition has changed in the ensuing years and thanks to the generosity of past presidents the society now has a stock of silverware; the aim of the society has not changed and its object remains to provide two days of enjoyable golf on a good golf course at the minimum of expense to the individual.

The venue of the meeting is now

the Little Aston Golf Club, thanks to the generosity of its members and the hospitality of the successive Commanding Officers of the Naval Air Station Bramcote. The meeting takes place early in May before the Inspection season opens thereby enabling the maximum number of Air Stations to enter. As its name implies it is mainly attended by teams from the Naval Air Stations but it is equally open to the Carriers and officers at the Admiralty who are at the time associated with the running of the Home Air Command. There is no membership or entrance fee and eligibility is governed by the whereabouts of the officer or rating at the time the meeting takes place. The present form of the competition which has been standard for the past five or six years is that on the first day a 36 hole medal competition is played for the Jackdaw Cup which is an inter Station trophy played on handicap, the three best net scores from each Air Station being taken. There is no limit to the number of entries which any one Station may put in. Played concurrently with this is the Heliotrope Cup which is the individual scratch championship of the Home Air Command and the Wylie Cup which is a handicap event decided, as for the other events, over 36 holes. The society holds its annual dinner on the night of the first day and the following day is devoted to a gentle Stableford singles competi-

## CROSSWORD No. 21 SOLUTION MAY, 1956

ACROSS.—1, Garden parties, 10, Ionic, 11, Upset, 12, Kinetic, 16, Syn, 17, Sky, 19, Twinset, 21, Shining, 23, Reknits, 25, Starlit, 28, Gar, 30, Oat, 33, Tying up, 37, Enter, 38, Agile, 39, Threequarters

DOWN.—2, Aunt, 3, Ducky, 4, Neon, 5, Abut, 6, Truck, 7, Ease, 8, Disinterested, 9, Straight lines, 13, Inventory, 14, Esk, 15, Is that you? 16, Sen, 18, Yen, 20, Hk, 22, Ill, 24, Nag, 26, Rot, 27, Ban, 29, A Tree, 31, Apart, 32, Ith, 34, Iraq, 35, Gaza, 36, Tier.

tion in the morning followed by an even gentler Stableford foursome competition in the afternoon.

At the end of the second day contestants depart by a variety of means of transport, footsore and weary but the richer in experience if not in golf balls.

It has been gratifying during the last few years to see a steady increase in the entries for this competition, particularly from the lower deck. Golf is a very useful social asset to anyone, whoever and wherever he may be.

## Golf

The Home Air Command Championships held at Little Ashton on May 3 and 4, resulted in following wins:

**Inter Station trophy** (Jackdaw Trophy).—R.N.A.S. Lossiemouth.

**Individual Scratch Championship** (Heliotrope Cup).—Lieut.-Cdr. A. L. Brown (Culdrose).

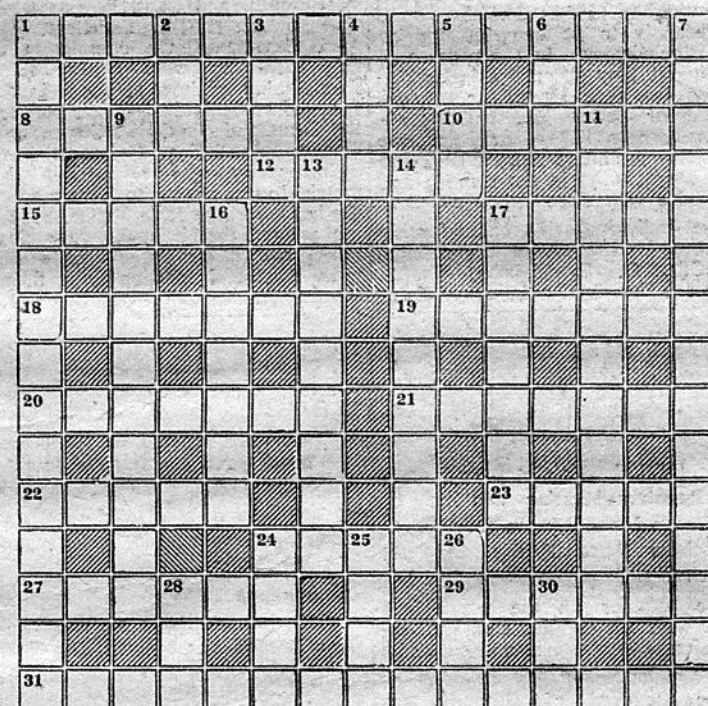
**Handicap Challenge Cup** (Wylie Cup).—Rev. W. G. Howell (Lossiemouth).

## Navy News Crossword—No. 22

(Contributed from R.N. Air Station, Antherm)

A prize of £1 1s. will be given for the first correct solution opened on June 26

No correct solution was received for Crossword No. 21



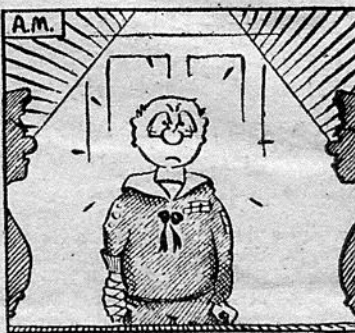
## CLUES ACROSS

1. Coffee grounds—(5, 2, 3, 5).
8. Give in, whether the aircraftman starts or not (6).
10. Is turned about in the distance for hunting (6).
12. Small fry? (5).
15. "All the men and — merely 19," said Jacques (5).
17. Its a matter of ups and downs on the squares (5).
18. The high tide mark in The Wash? (3, 4).
19. See 15 (7).
20. Waste when away (7).
21. Count in its make-up (7).
22. May be round the neck with nothing in a feature above the neck (5).
23. If five got in, the vehicle could go? Don't be so wet! (5).
24. Prison disturbances? (5).
27. Rating drafted away? (6).
28. "O! Then get back to work (4, 2).
31. Cop rains trouble (anag.). Left wing copper? (6, 9).

## CLUES DOWN

1. How to keep a G.P.O. van cool? (4, 4, 3, 4).
2. Stamp and pass out (3).
3. Disturb 2 and multiply in March (4).
4. Put it up to the Head of State (4).
5. E in English; London in Africa (4).
6. Force returned in 10 (3).
7. Mail order men? (7, 2, 6).
9. I'm to mix with 26 and 30 as rivals (11).
11. How each novel is published (2, 2, 7).
13. The insect gets under two French structures, muttering (9).
14. Sweet blocks (4, 5).
16. A confused relative gets round the knight with the old school emblem (7).
17. Gave a leggy look at cricket? (7).
24. Animals rising. To top place? (4).
25. Smoothe out (4).
26. Animals rising. Up the ladder? (4).
28. Lack of selfishness (3).
30. Some bird! (3).

## Abel . . .



by D. B. Knight